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Airport Information For LEBL

Terminal Charts For LEBL

Revision Letter For Cycle 01-2014

Change Notices

Notebook

General Information

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

Airport Use: Public
Magnetic Variation: 0.3°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: 0718 Z
Sunset: 1637 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

1. GENERAL

1.1. ATIS

ATIS Arrival	118.65
ATIS Departure	121.97

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Barcelona APT is not available to ACFT without radio or unable to maintain a continuous two-way communication on appropriate tower frequency.
Between 0800-1000LT, 1400-1630LT and 2030-2300LT 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.

1. GENERAL

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.

1. GENERAL

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 ramp 31 is 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.

1. GENERAL

- 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 25R 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.

1. GENERAL

1.5. TAXI PROCEDURES

1.5.1. GENERAL

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

TWY Q10 MAX wingspan less than 118'/36m.

Inner TWY of RAMP 2 MAX wingspan 197'/60.1m.

TWYs BA, E1 thru E4, GA, J7 thru J10, KA, L8 thru L11, M7 thru M14, P1, Q7, Q8, 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. TYPE F ACFT TAXI PROCEDURES

Type F 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 Type F ACFT and the TWY edge, the movement of Type F ACFT in the following areas must be made with oversteering manoeuvre:

- 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.

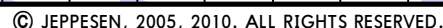
1.7. OTHER INFORMATION

Birds.

BARCELONA, SPAIN

RADAR MINIMUM ALTITUDES

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



RNAV STAR DESIGNATION	REFER TO CHART
BISBA 3Y, VERSO 2Z	10-2B
BISBA 2Z	10-2C
MARTA 5Y, 2Z	10-2D
CASPE 3Y, MATEX 2Y	10-2E
MATEX 2Z	10-2F
STAR DESIGNATION	REFER TO CHART
ALBER 1N, PUMAL 2N	10-2G
ALBER 1S, PUMAL 4S	10-2H
ALBER 1T, PUMAL 3T	10-2J
PUMAL 2Z	10-2K
BISBA 3N	10-2L
BISBA 4S	10-2M
BISBA 3T, 4V	10-2N
VERSO 1N	10-2P
OSTUR 1U, VERSO 1S	10-2Q
OSTUR 1V, VERSO 1V	10-2S
MARTA 2S, NEPAL 1U	10-2T
MARTA 2T, NEPAL 2V	10-2T1
CASPE 2S, 1U, MATEX 1S	10-2T2
CASPE 4T, MATEX 1T	10-2T3
GRAUS 3S, 1U, LOBAR 3S, 1U	10-2T4
GRAUS 4T, LOBAR 3T	10-2U

RNAV STAR (CDA) DESIGNATION	REFER TO CHART
BISBA 1DCY, VERSO 1DCZ	10-2V
MARTA 1DCY, 1DCZ	10-2V1
CASPE 1DCY, MATEX 1DCY	10-2V2
MATEX 1DCZ	10-2V3
STAR (CDA) DESIGNATION	REFER TO CHART
ALBER 1DCN, PUMAL 2DCN	10-2V4
ALBER 1DCS, PUMAL 2DCS	10-2V5
ALBER 1DCT, PUMAL 1DCT	10-2V6
BISBA 3DCN	10-2V7
BISBA 3DCS	10-2V8
BISBA 3DCT, 3DCV	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

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

P-RNAV APPROVAL REQUIRED

B-RNAV APPROVAL REQUIRED

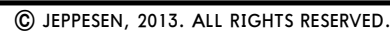
SLP Speed Limit Point

- 4 In case of communication failure.

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

B-RNAV APPROVAL REQUIRED
RADAR ASSISTANCE AVAILABLE



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

MARTA FIVE YANKEE (MARTA 5Y) [MART5Y]

RWYS 25L/R RNAV ARRIVAL

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

MARTA TWO ZULU (MARTA 2Z) [MART2Z] 34

RWYS 02, 07L/R RNAV ARRIVAL

B-RNAV APPROVAL REQUIRED

Direct distance to
El Prat Apt from:
RUBOT 26NM
RULOS 12NM

WARNING

Do not proceed beyond
IAF without ATC clearance.

SLP Speed Limit Point

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5REUS
D (H) 114.2 RES
N41 09.0 E001 10.3

NOT TO SCALE

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

MARTA 5Y

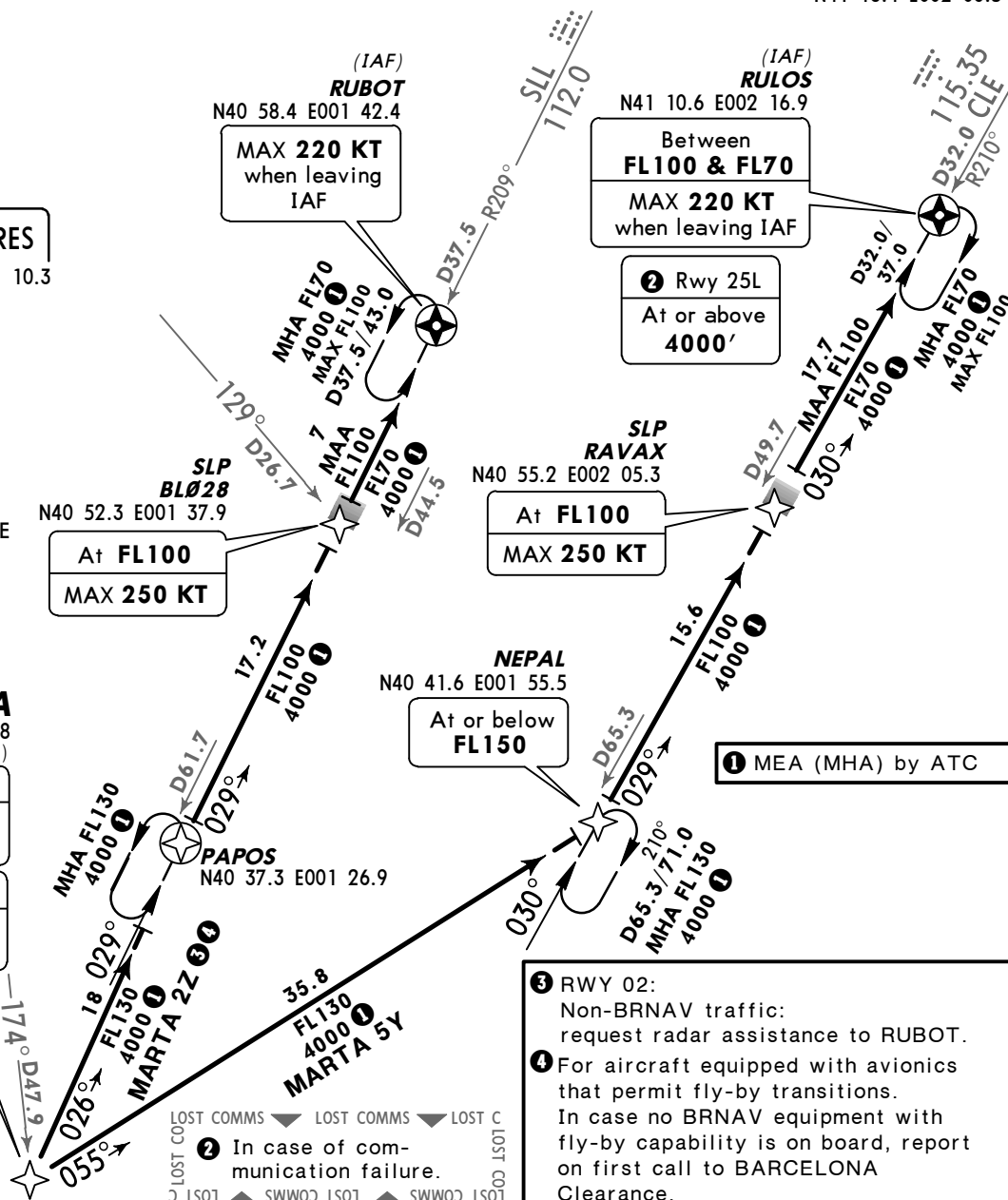
At or below

FL240

MARTA 2Z

At or below

FL200

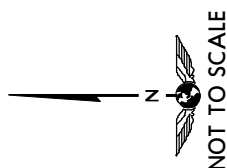


STAR	RWY	ROUTING
MARTA 5Y	25L/R	MARTA (FL240-) - NEPAL (FL150-) - RAVAX (FL100; K250-) - RULOS (FL100-; FL70+; K220-; 2 RWY 25L: 4000'+).
MARTA 2Z	02, 07L/R	MARTA (FL200-) - PAPOS - BL028 (FL100; K250-) - RUBOT (K220-).

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

**RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED**

[illegible]

ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**MATEX TWO ZULU (MATEX 2Z) [MATE2Z] 03**
RWYS 02, 07L/R RNAV ARRIVAL
B-RNAV APPROVAL REQUIRED
SABADELL
D 112.0 SLL
(H)
N41 31.2 E002 06.6**WARNING**Do not proceed beyond
IAF without ATC clearance.Direct distance from RUBOT to:
El Prat Apt 26NM(IAF)
RUBOT
N40 58.4 E001 42.4
MAX 220 KT
when leaving
IAF
SLP
BL028
N40 52.3 E001 37.9
At FL100
MAX 250 KTMHA FL70
4000
MAX FL100
43.0
MAA D37.5/43.0
FL100
7
FL70
4000
D29.0
D4.5D37.5 R209°
D29.0
D4.5
D26.7
D54.5
D230°65
FL130
5000

073°

MATEX
N40 33.4 E000 15.9
At or below
FL250**ROUTING**

MATEX (FL250-) - BL028 (FL100; K250-) - RUBOT (K220-).

 **SLP** Speed Limit Point**1** MEA (MHA) by ATC**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.


REUS
D 114.2 RES
(H)
N41 09.0 E001 10.3

ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**PUMAL**N42 22.0
E002 00.5At or below
FL250

175°

D51.0

11.8

FL150

PUMAL 2N



BERGA

N42 10.3 E002 01.9

D39.2

14.2

FL130

FL100

MHA FL130

FL100

D25.0/30.0

KOSIT

N41 56.1 E002 03.6

FL100

6000

25

R355°

MHA FL100

6000

MAX FL130

R051°

MHA 5000

171°

11

D11.0 SLL

At or above
FL90

VLA

113.15

R119°

D34.0

MHA FL70

4000

MAX FL100

D34.0/39.0

299°

ALBER ONE NOVEMBER
(ALBER 1N) [ALBE1N]
PUMAL TWO NOVEMBER
(PUMAL 2N) [PUMA2N]
RWY 02 ARRIVALS**ALBER**

N42 27.1 E002 49.9

At or below
FL250

185°

D31.3

FL150

FL80

ALBER 1N

R005°

MHA FL150

FL80

231°

GERONA

D 114.1 GIR

N41 55.9 E002 46.3

39

FL100

FL80

SLP

(IAF 2)

SABADELL

D 112.0 SLL

N41 31.2 E002 06.6

At FL100

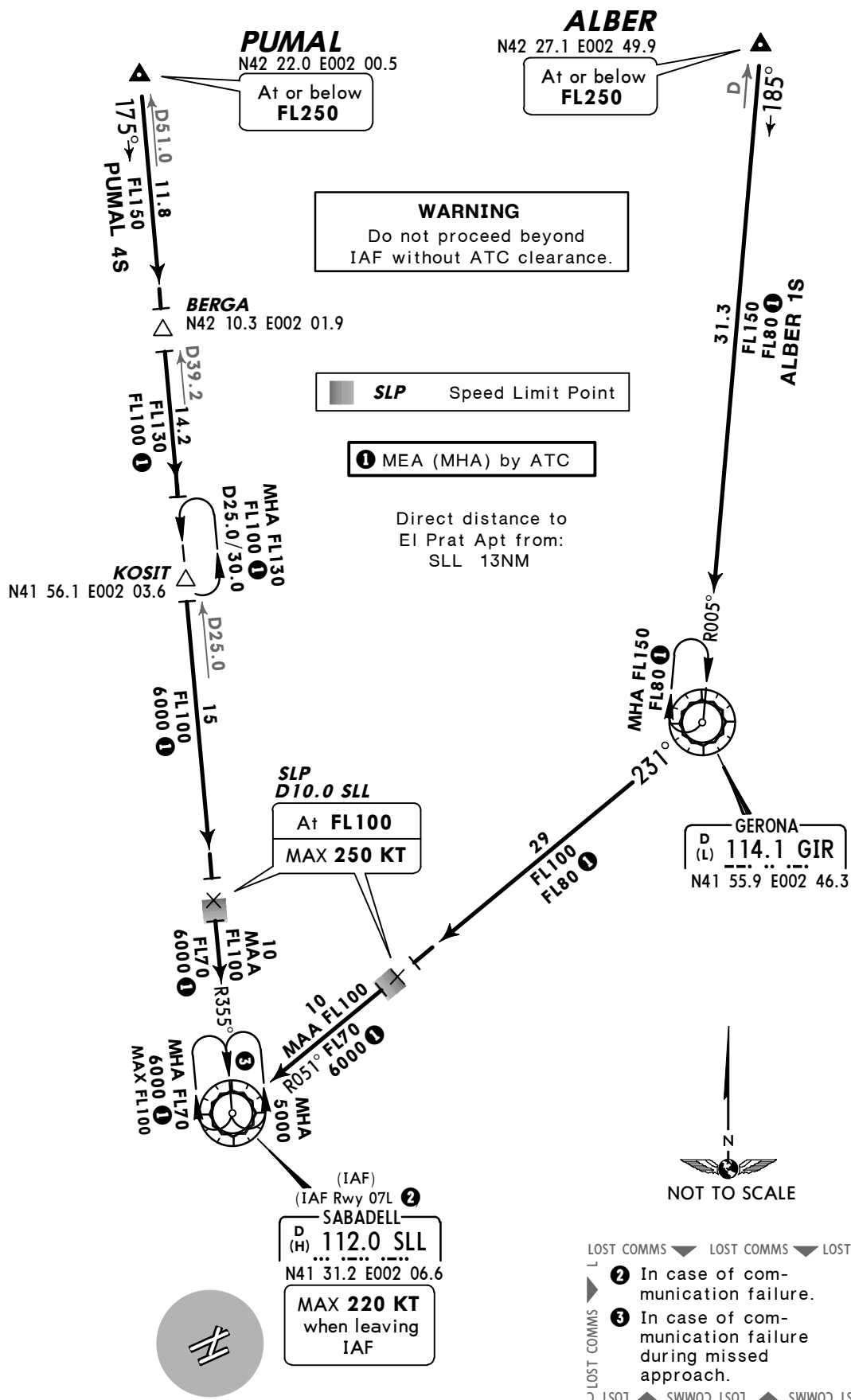
MAX 250 KT

① MEA (MHA) by ATC

SLP Speed Limit Point

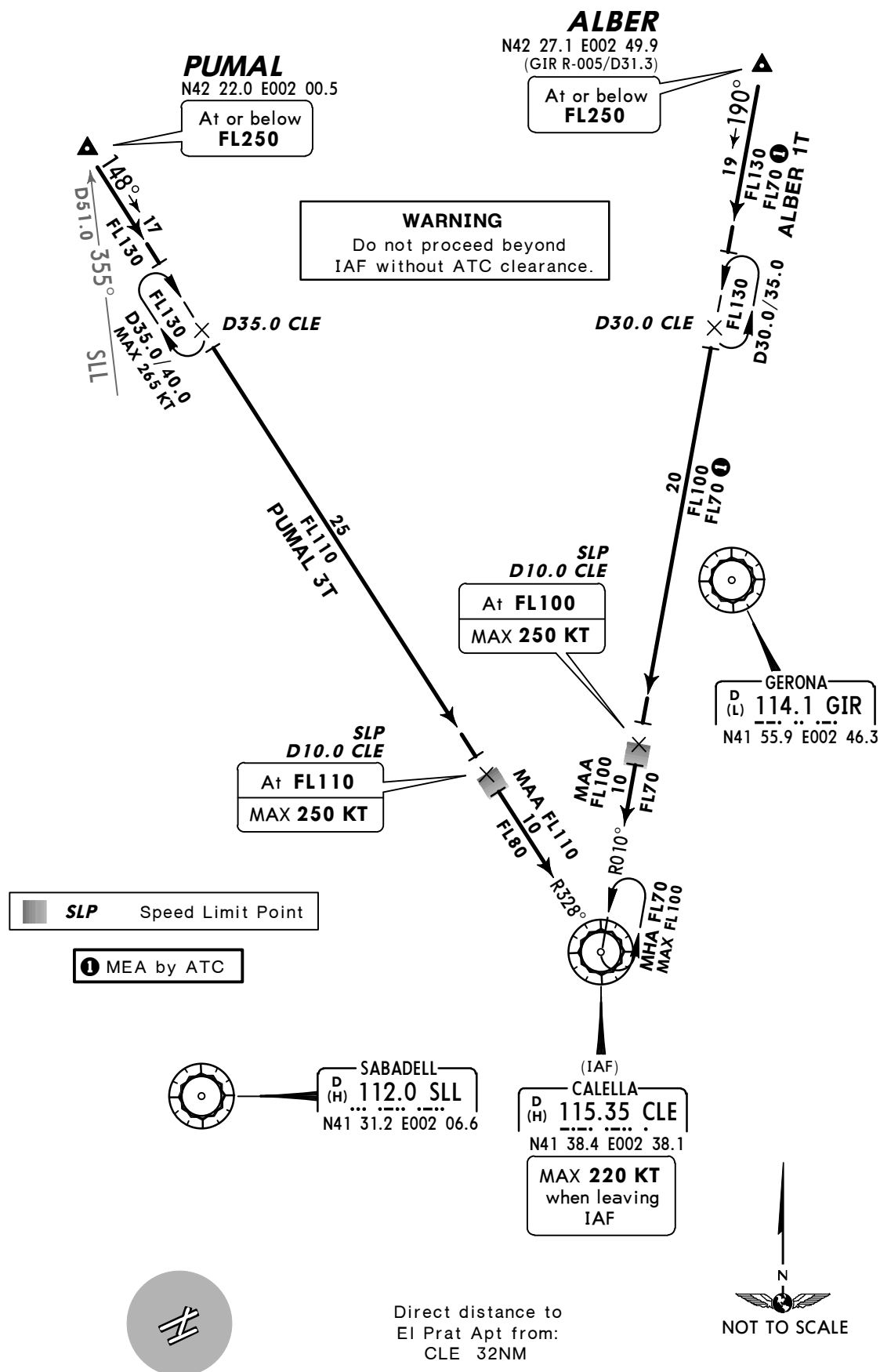
WARNINGDo not proceed beyond
IAF without ATC clearance.

LOST COMMS ▼ LOST COMMS ▼ LOST C
L
② In case of communication failure.
③ In case of communication failure during missed approach.
LOST COMMS LOST C
SWWOC 1501 SWWOC 1501

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'

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



ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**PUMAL TWO ZULU (PUMAL 2Z) [PUMA2Z]
RWYS 07L/R ARRIVALS
BY ATC****WARNING**Do not proceed beyond
IAF without ATC clearance.

① MEA by ATC

**PUMAL**

N42 22.0 E002 00.5

At or below
FL250D51.0 11.8
175°
FL150**BERGA**

N42 10.3 E002 01.9

D39.2 14.2
FL130
FL100 ①MHA FL130
D25.0/30.0
FL100 ①**KOSIT**

N41 56.1 E002 03.6

D25.0 R355°
12
FL110
FL90 ①**RONAL**

N41 45.7 E001 54.7

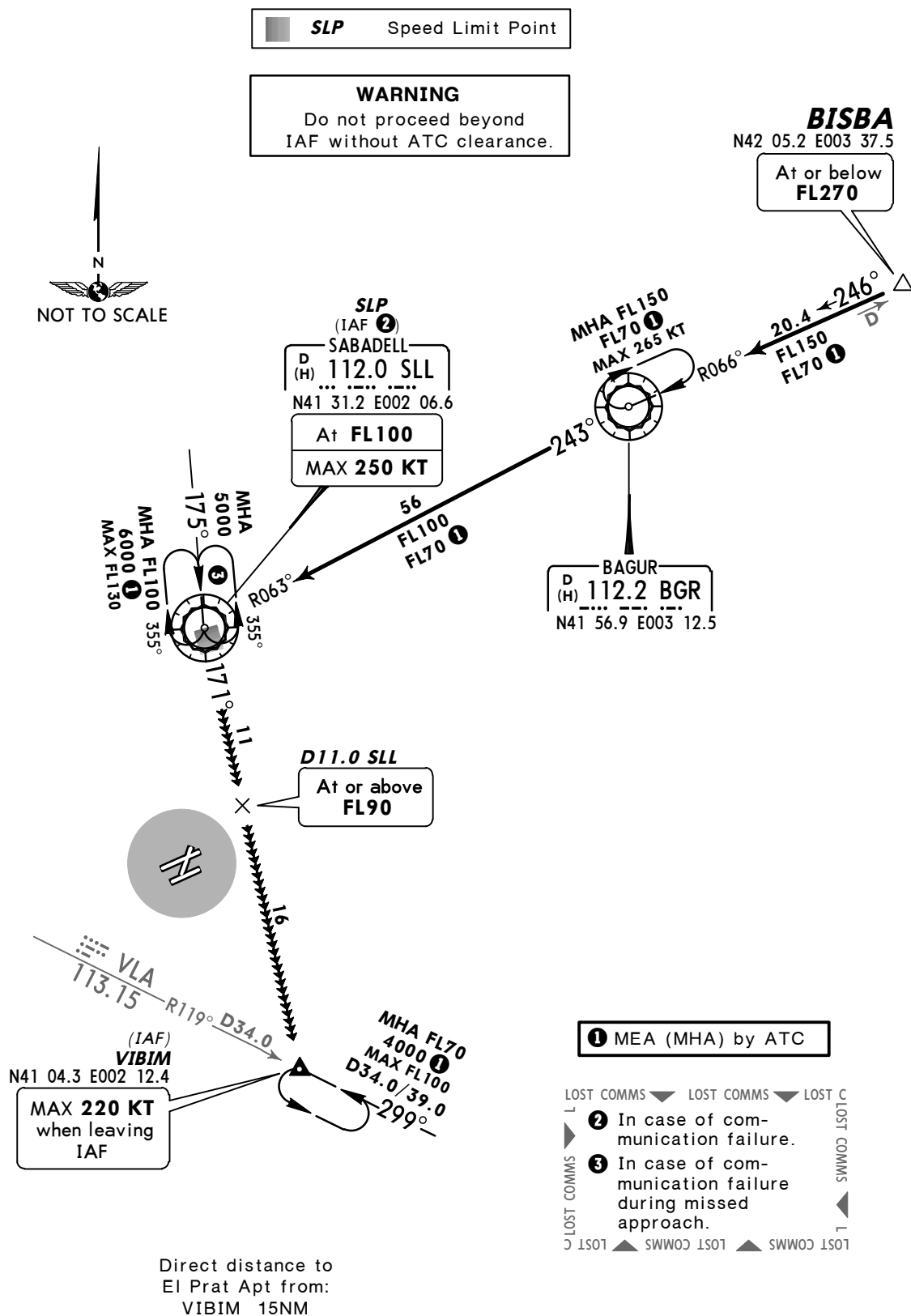
D30.0
20
FL100
6000 ①SLP
D10.0 VLA

MAX 250 KT

10
FL100
6000 ①107°
MHA FL70
6000 ①
MAX FL100

(IAF)

VILLAFRANCA
D (H) 113.15 VLA
N41 20.6 E001 32.9MAX 220 KT
when leaving
IAF**SABADELL**
D (H) 112.0 SLL
N41 31.2 E002 06.6Direct distance to
El Prat Apt from:
VLA 24NM

ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'BISBA THREE NOVEMBER (BISBA 3N) [BISB3N]
RWY 02 ARRIVAL

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

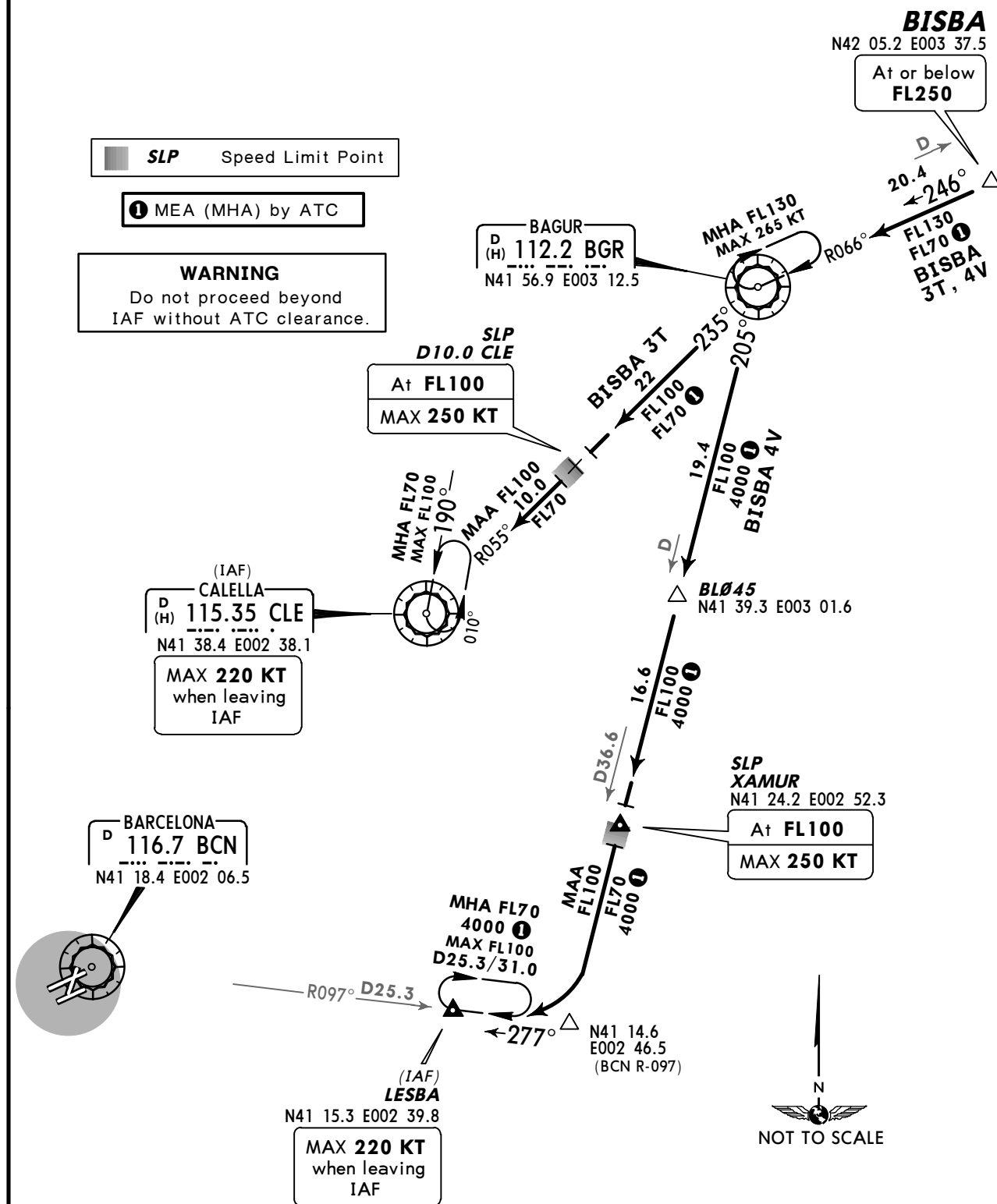
BISBA THREE TANGO (BISBA 3T) [BISB3T]
BISBA FOUR VICTOR (BISBA 4V) [BISB4V]
RWYS 25L/R ARRIVALS
BY ATC

■ SLP Speed Limit Point

① MEA (MHA) by ATC

WARNING

Do not proceed beyond
IAF without ATC clearance.



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

SLP Speed Limit Point



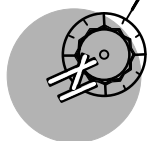
CHANGES: Chart reindexed. © JEPPESEN, 2013. ALL RIGHTS RESERVED.

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 ARRIVALSCALELLA
D (H) 115.35 CLE
N41 38.4 E002 38.1

SLP Speed Limit Point

① MEA (MHA) by ATC

WARNING

Do not proceed beyond
IAF without ATC clearance.Direct distance to
El Prat Apt from:
LESBA 27NMBARCELONA
D 116.7 BCN
N41 18.4 E002 06.5(IAF)
LESBA
N41 15.3 E002 39.8MAX 220 KT
when leaving
IAFMHA FL70
4000 ①
MAX FL100
D25.3/31.0D26.0 CLE
N41 13.0 E002 45.8SLP
D34.0 CLEAt FL100
MAX 250 KTSLP
D40.0 BCNAt FL100
MAX 250 KT14.7
MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100VERSO
N41 09.2 E003 45.4At or below
FL200SADEM
N41 12.6
E003 10.4

D48.6

FL100
4000 ①

VERSO 1V

D48.6/54.0
MHA FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

D75.2

FL130
5000 ①

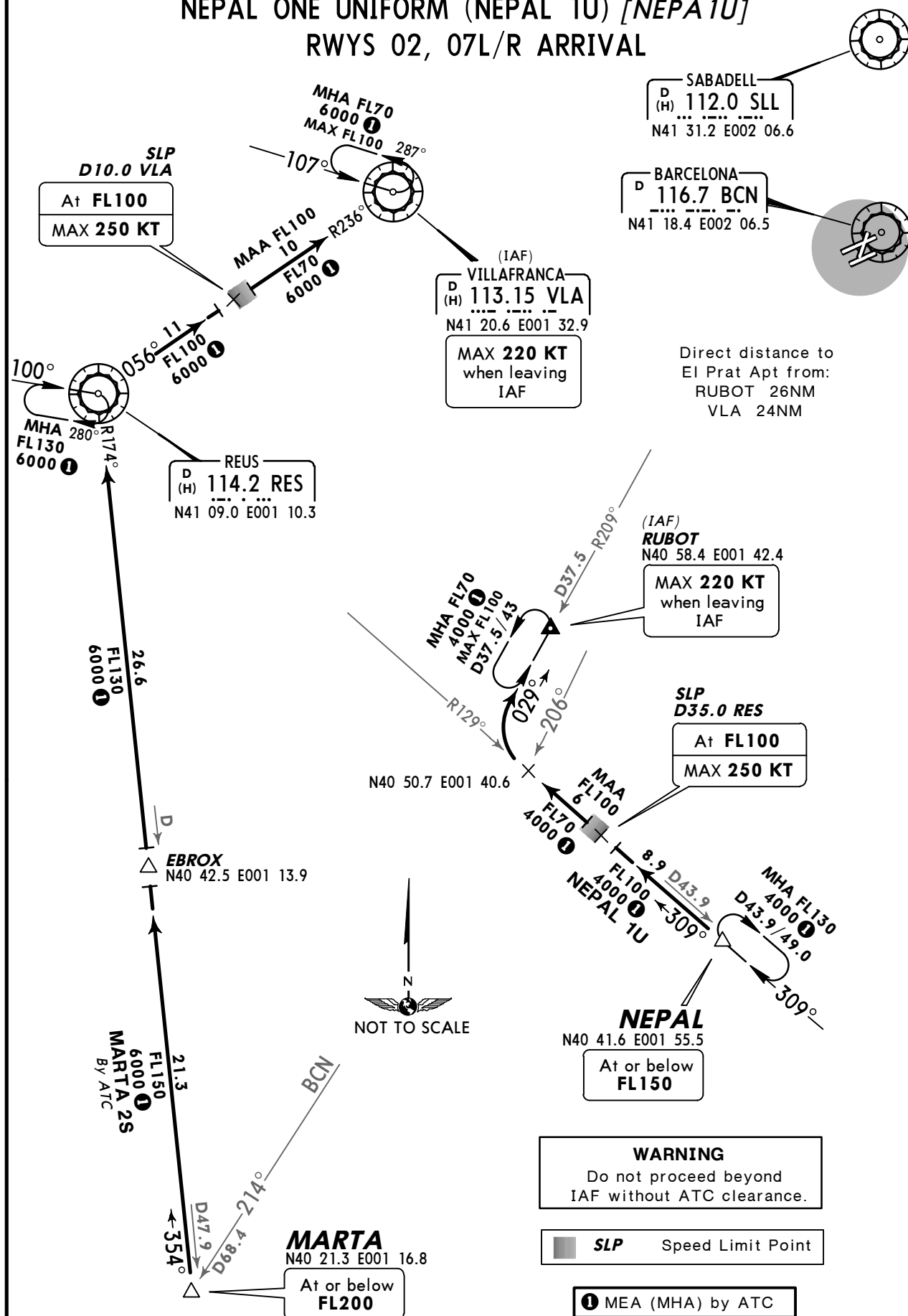
OSTUR

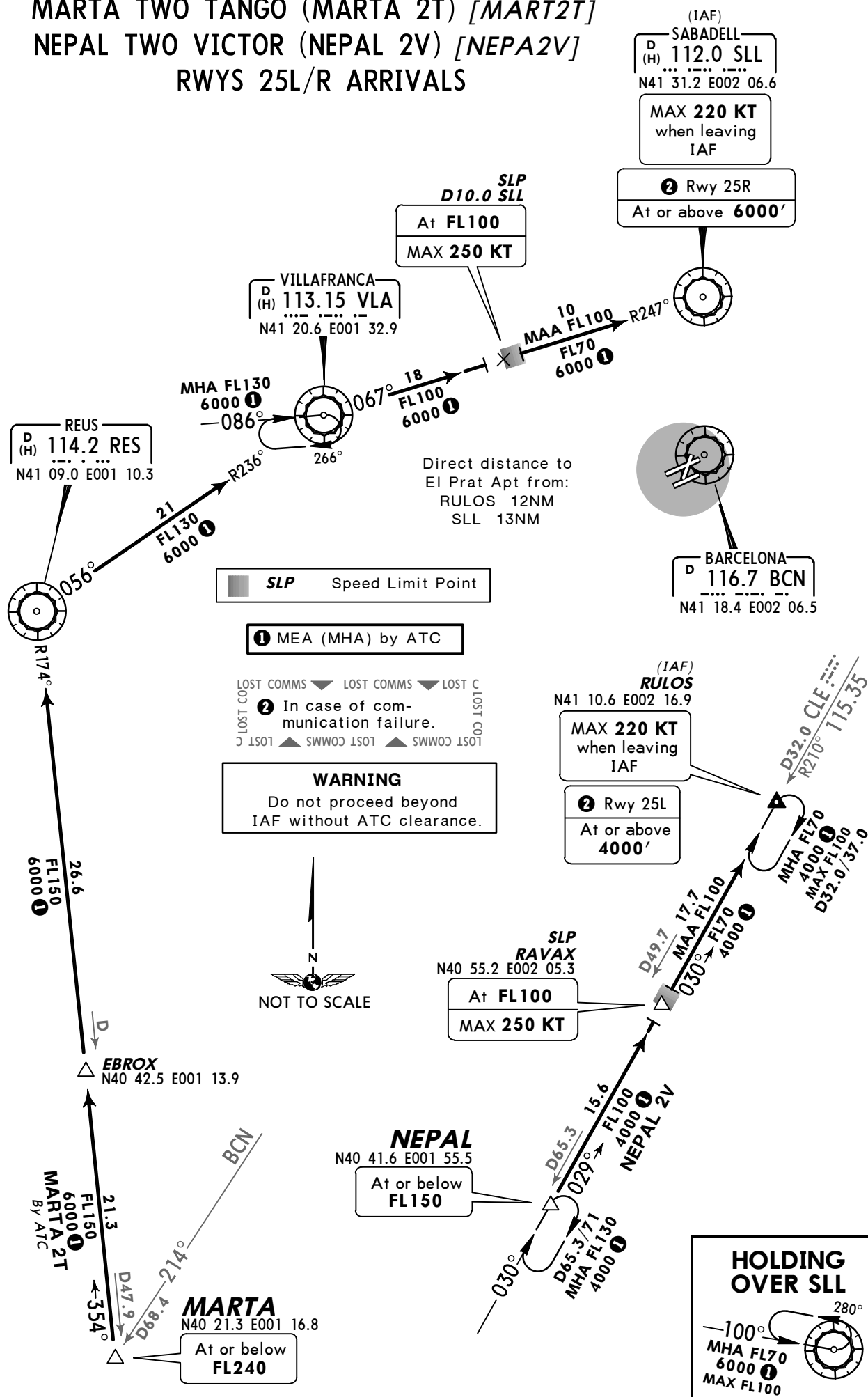
N40 46.9 E002 53.6

At or below
FL150

OSTUR 1V

FL100
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100FL70
4000 ①MAA
FL100

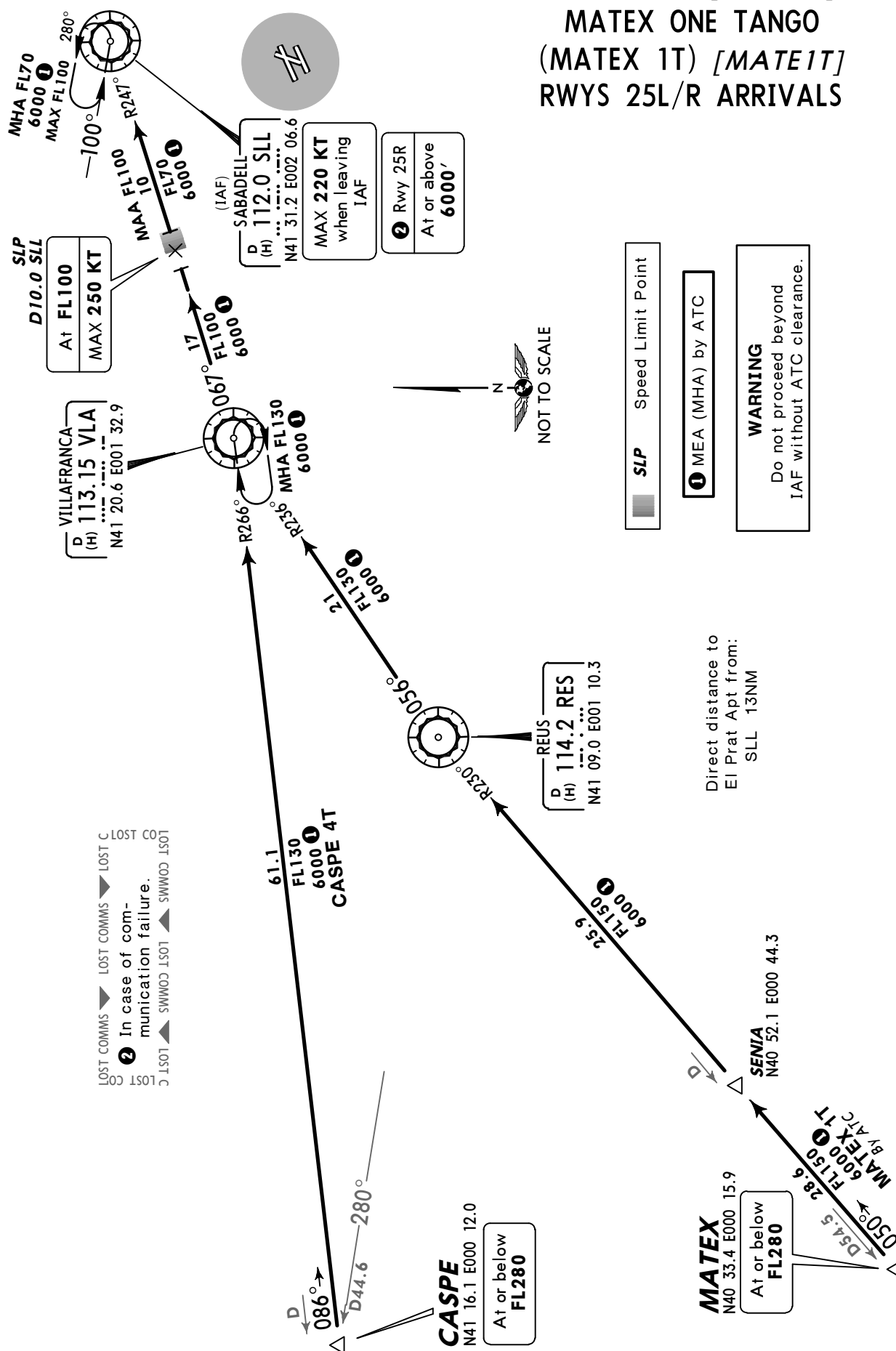
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'MARTA TWO SIERRA (MARTA 2S) [MART2S]
RWYS 07L/R ARRIVALNEPAL ONE UNIFORM (NEPAL 1U) [NEPA1U]
RWYS 02, 07L/R ARRIVAL

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**

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

CASPE FOUR TANGO
(CASPE 4T) [CASP4T]
MATEX ONE TANGO
(MATEX 1T) [MATE1T]
RWYS 25L/R ARRIVALS

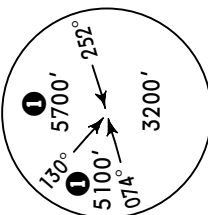


GRAUS THREE SIERRA
(GRAUS 3S) [GRAU3S]
LOBAR THREE SIERRA
(LOBAR 3S) [LOBA3S]
RWYS 07L/R ARRIVALS
GRAUS ONE UNIFORM
(GRAUS 1U) [GRAU1U]
LOBAR ONE UNIFORM
(LOBAR 1U) [LOBA1U]
RWYS 02, 07L/R ARRIVALS



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.

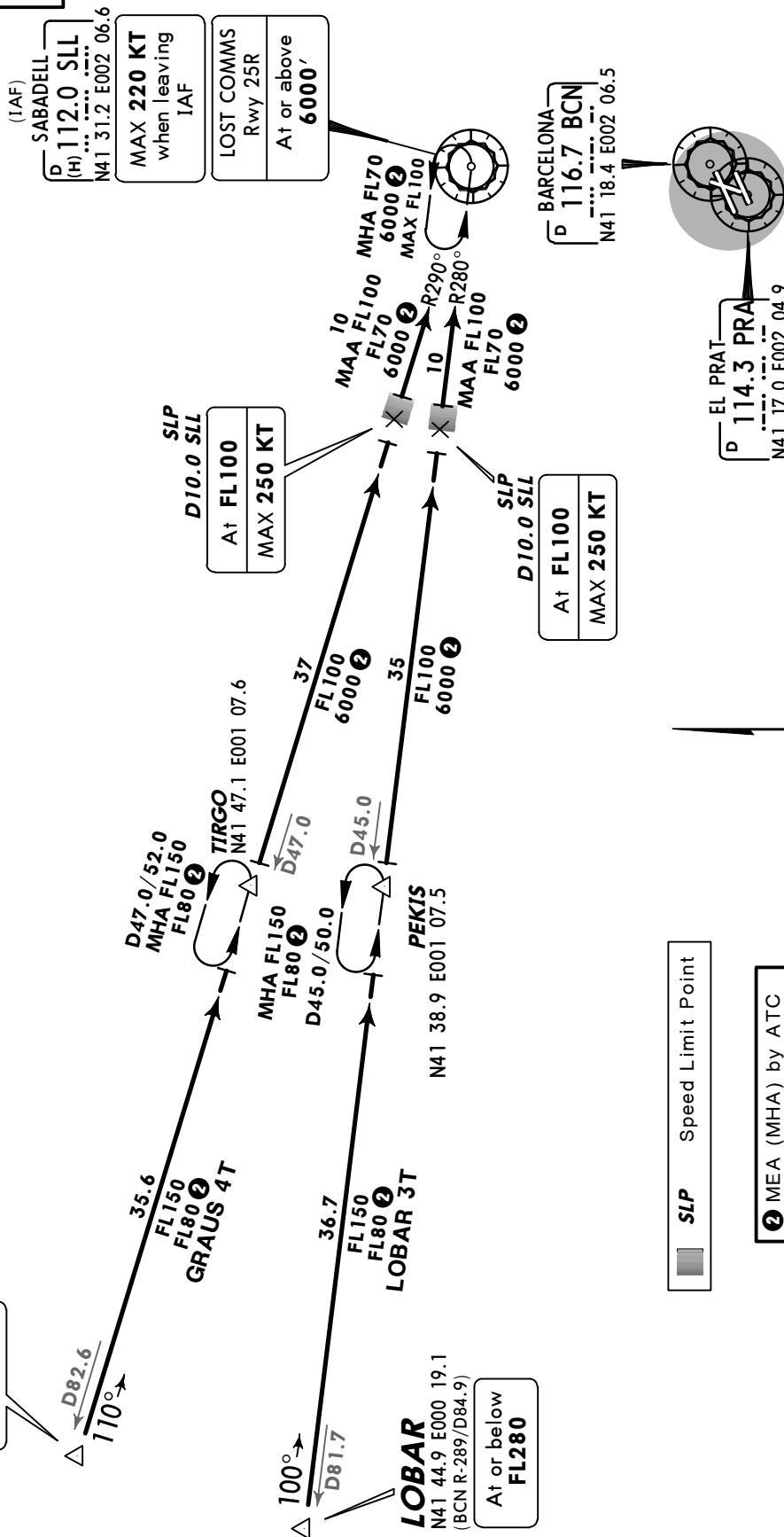
MSA
BCN/PRA VOR

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

① 4300' within 15 NM

WARNING

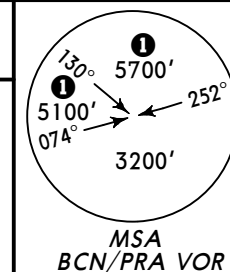
Do not proceed beyond
IAF without ATC clearance.



SLP Speed Limit Point

② MEA (MHA) by ATC

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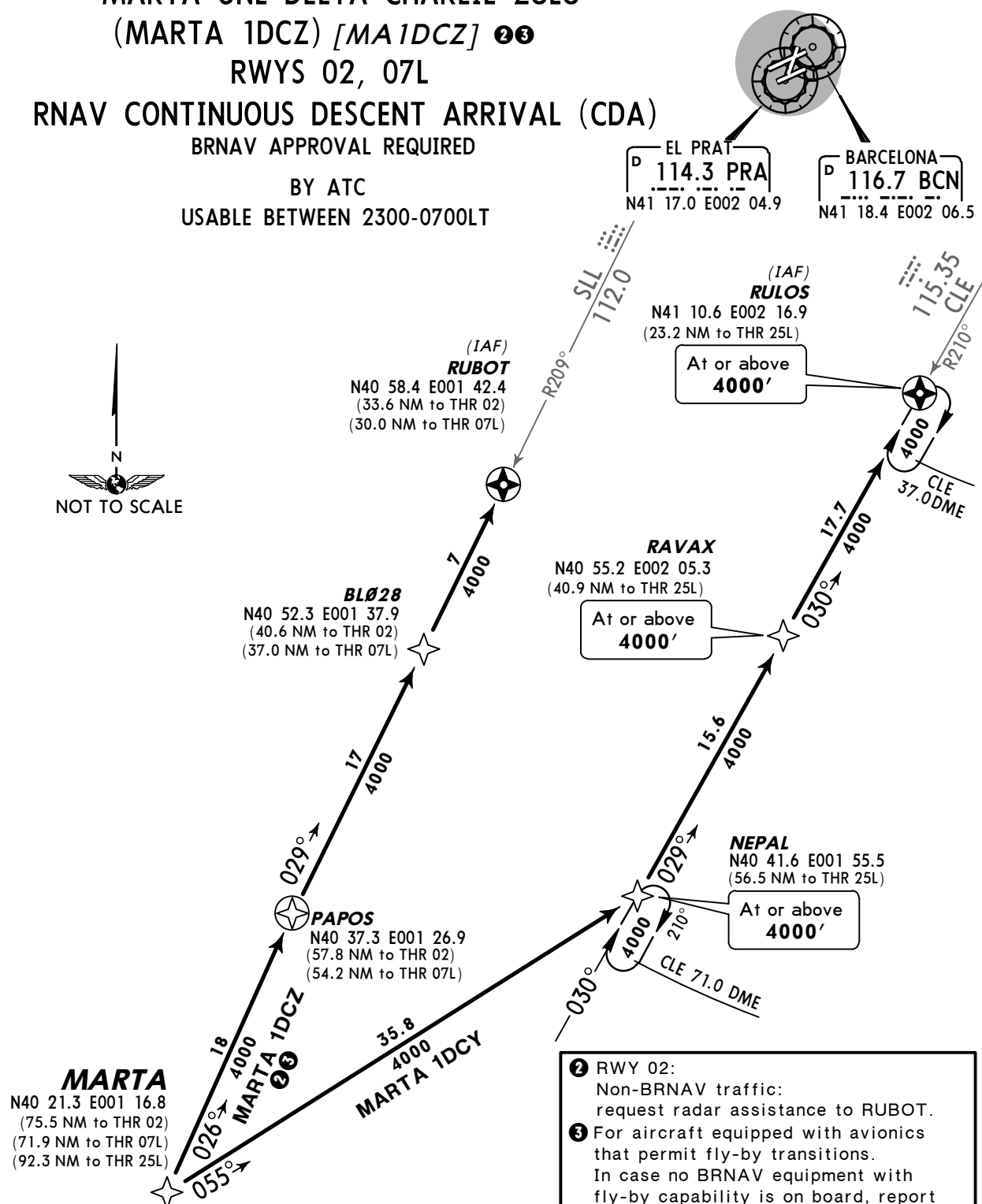
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

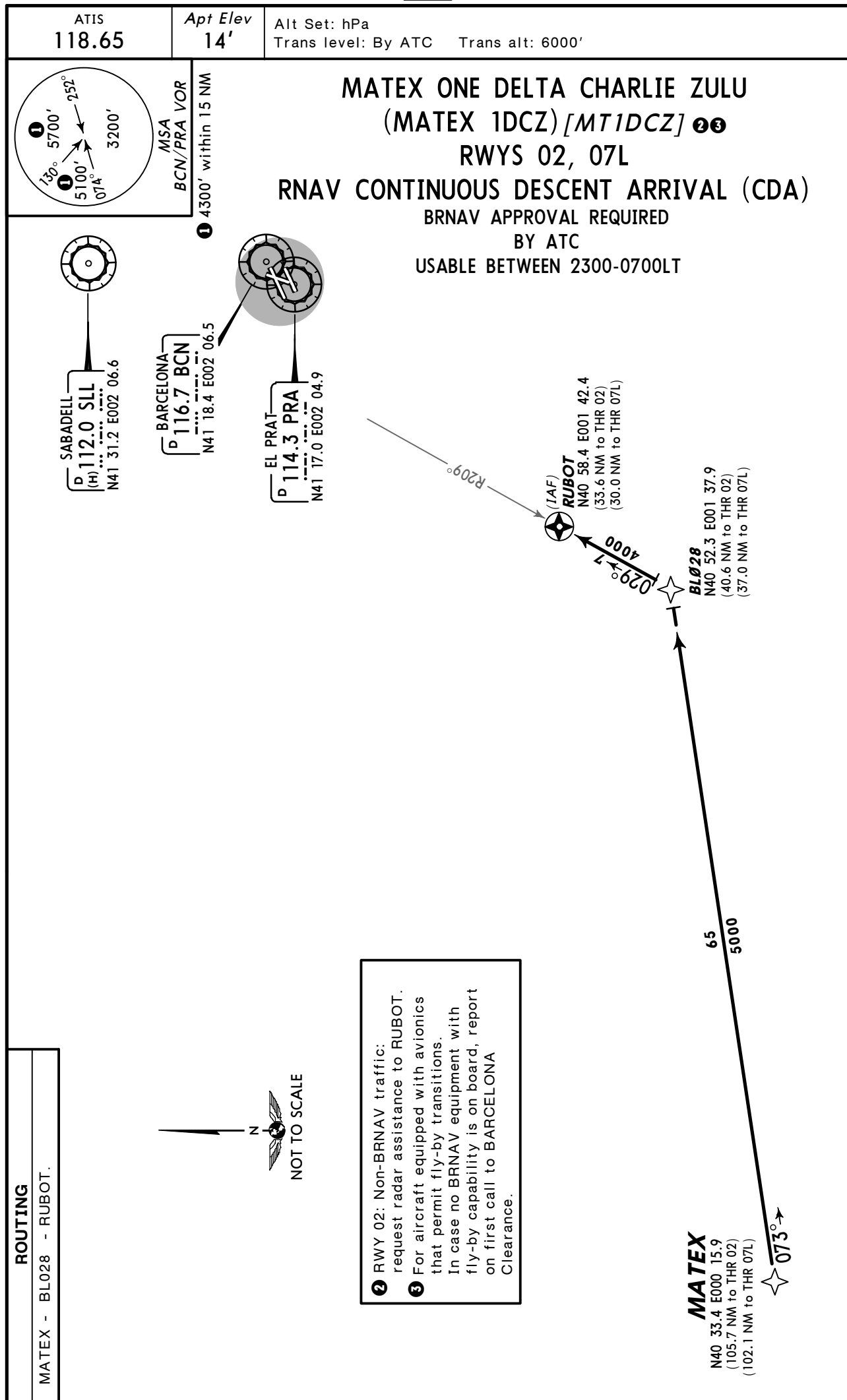
BY ATC
USABLE BETWEEN 2300-0700LT

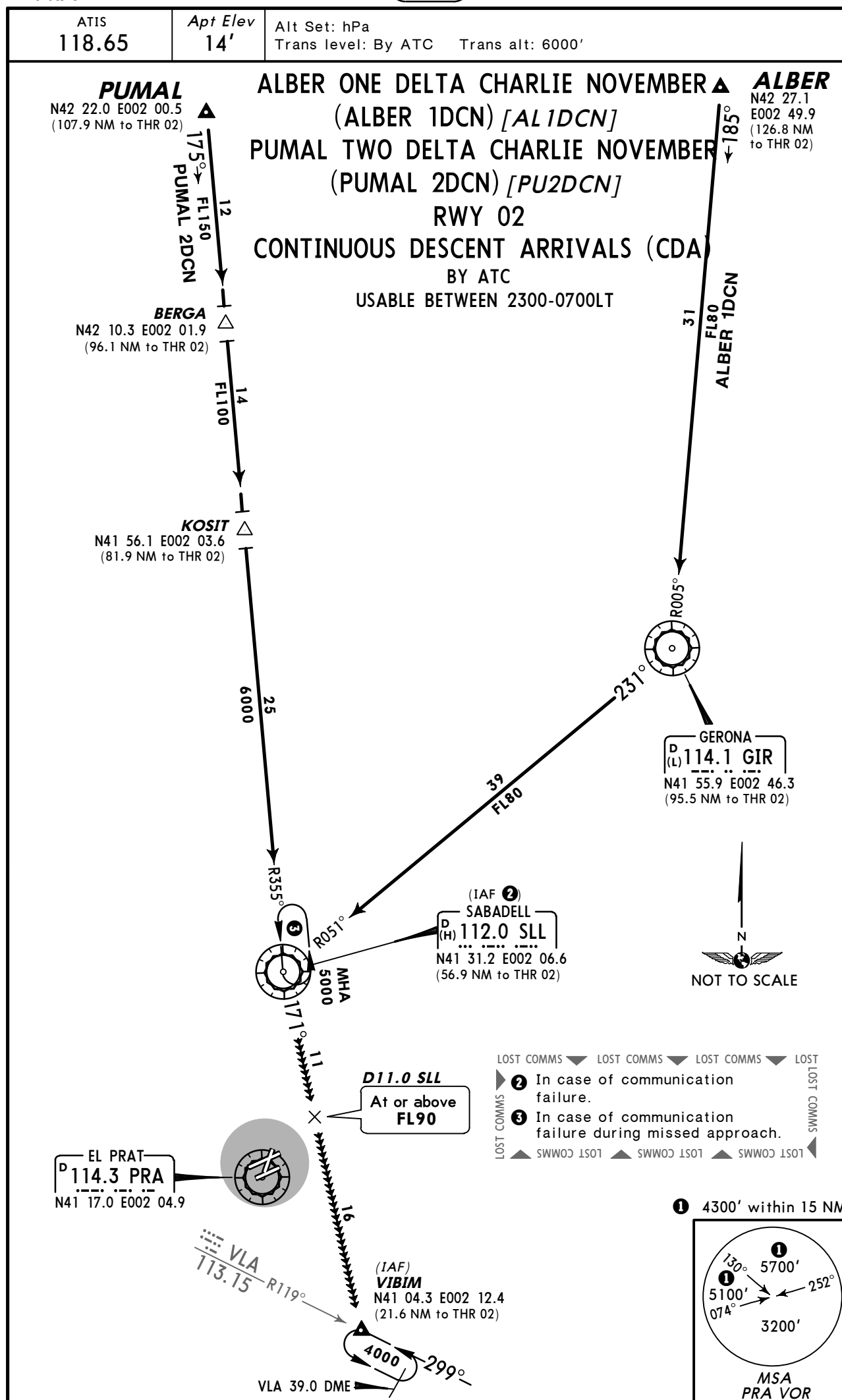


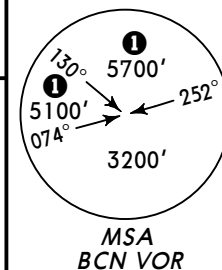
- 2 RWY 02:
Non-BRNAV traffic:
request radar assistance to RUBOT.
- 3 For aircraft equipped with avionics
that permit fly-by transitions.
In case no BRNAV equipment with
fly-by capability is on board, report
on first call to BARCELONA
Clearance.

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

CHANGES: None. © JEPPESEN, 2010, 2011. ALL RIGHTS RESERVED.





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



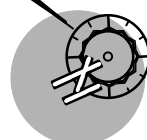
R057°
5000
MHA

(IAF ②
SABADELL

N41 31.2 E002 06.6
(41.2 NM to THR 07L)

BARCELONA
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



231°

39
FL80

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

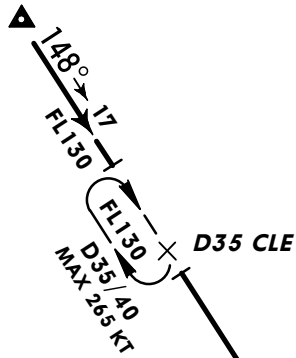
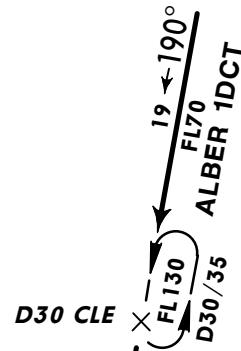
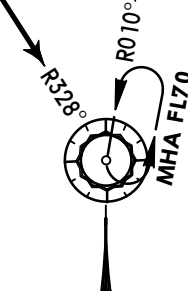


NOT TO SCALE

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

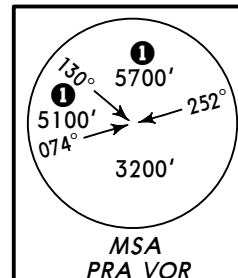
PUMALN42 22.0 E002 00.5
(84.2 NM to THR 25L)PUMAL 1DCT
35
FL110**ALBER**N42 27.1 E002 49.9
(81.8 NM to THR 25L)ALBER 1DCT
30
FL70

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

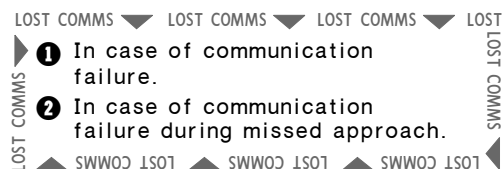
EL PRAT
P 114.3 PRA
N41 17.0 E002 04.9



① 4300' within 15 NM

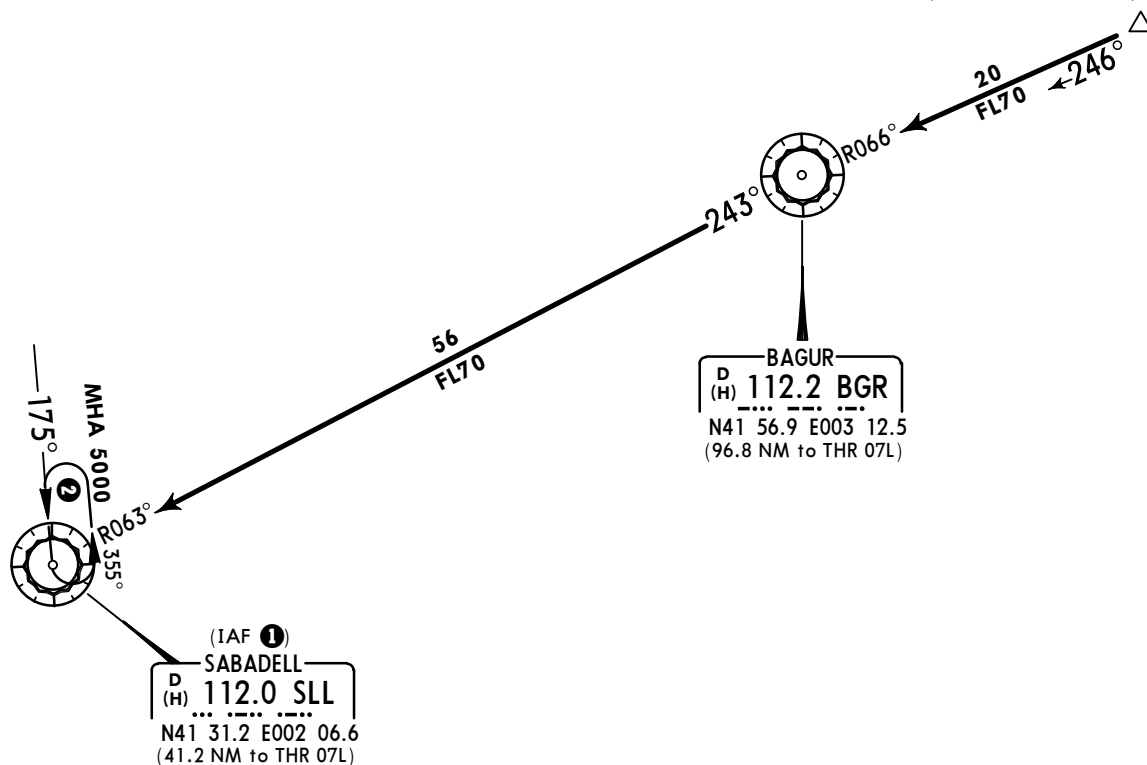


BISBA THREE DELTA CHARLIE NOVEMBER
(BISBA 3DCN) *[BI3DCN]*
RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



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

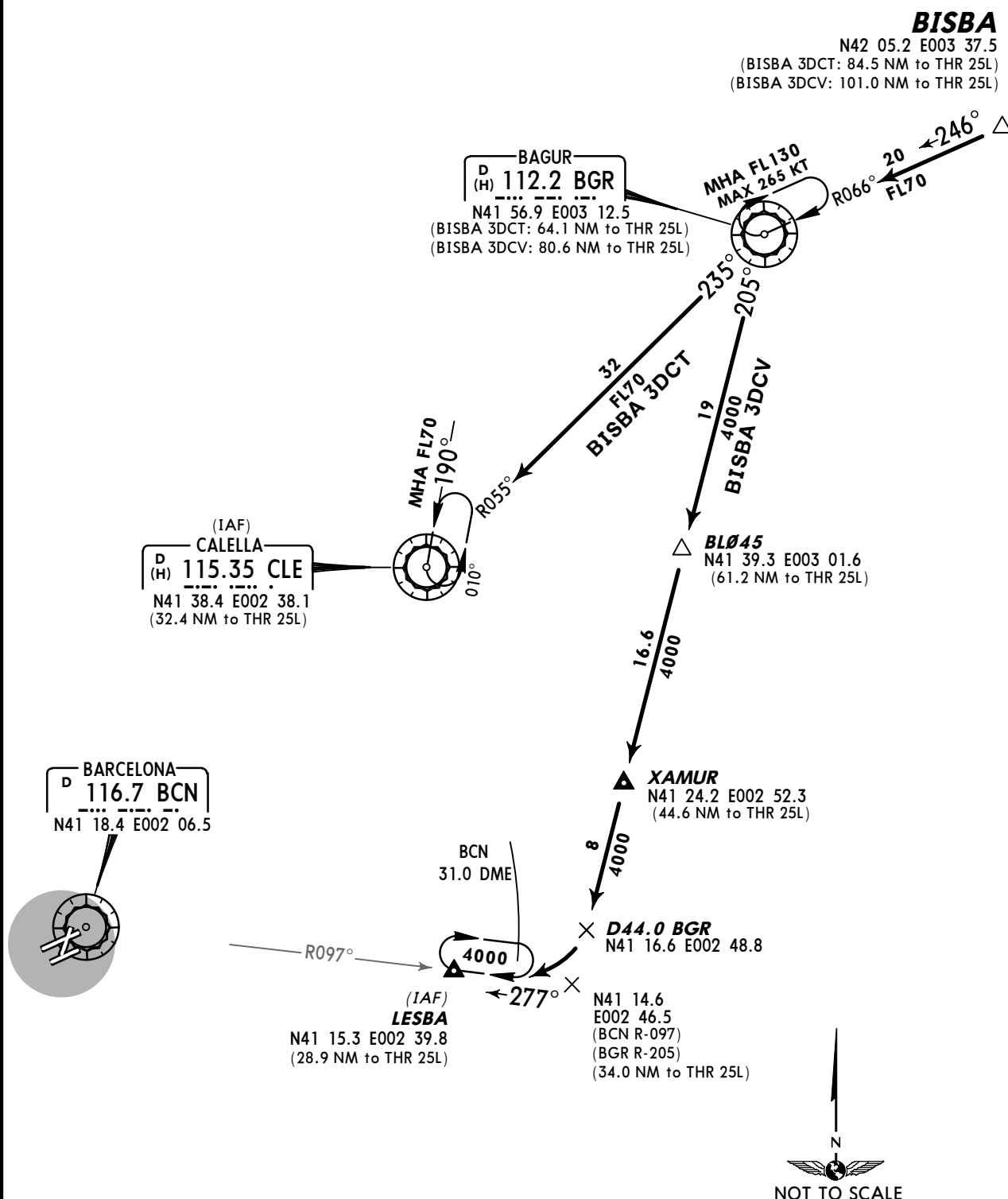
BISBA
N42 05.2 E003 37.5
(117.3 NM to THR 07L)



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 ❶ In case of communication failure.
 ❷ 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'

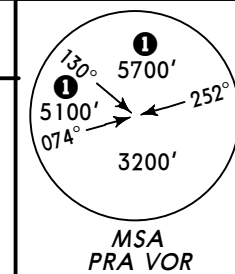
BISBA THREE DELTA CHARLIE TANGO
(BISBA 3DCT) [BI3DCT]
BISBA THREE DELTA CHARLIE VICTOR
(BISBA 3DCV) [BI3DCV]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



VERSO ONE DELTA CHARLIE NOVEMBER
 (VERSO 1DCN) [VE1DCN]
 RWY 02 CONTINUOUS DESCENT ARRIVAL (CDA)
 BY ATC
 USABLE BETWEEN 2300-0700LT



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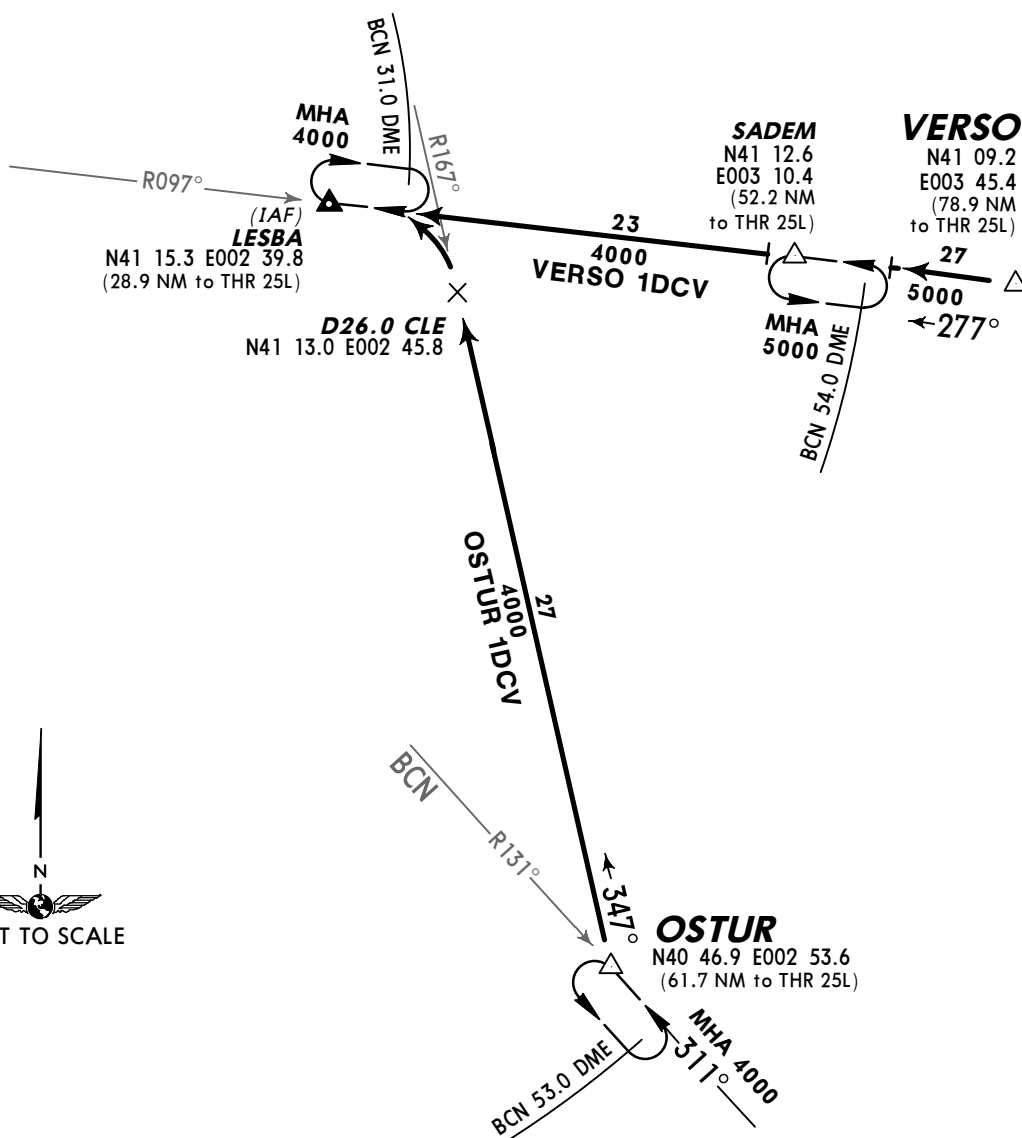
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

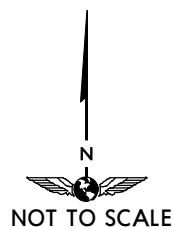
OSTUR ONE DELTA CHARLIE VICTOR
(OSTUR 1DCV) [OS1DCV]
VERSO ONE DELTA CHARLIE VICTOR
(VERSO 1DCV) [VE1DCV]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA) ① 4300' within 15 NM
BY ATC
USABLE BETWEEN 2300-0700LT

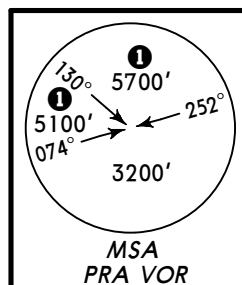
CALELLA
D 115.35 CLE
(L) N41 38.4 E002 38.1



EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9





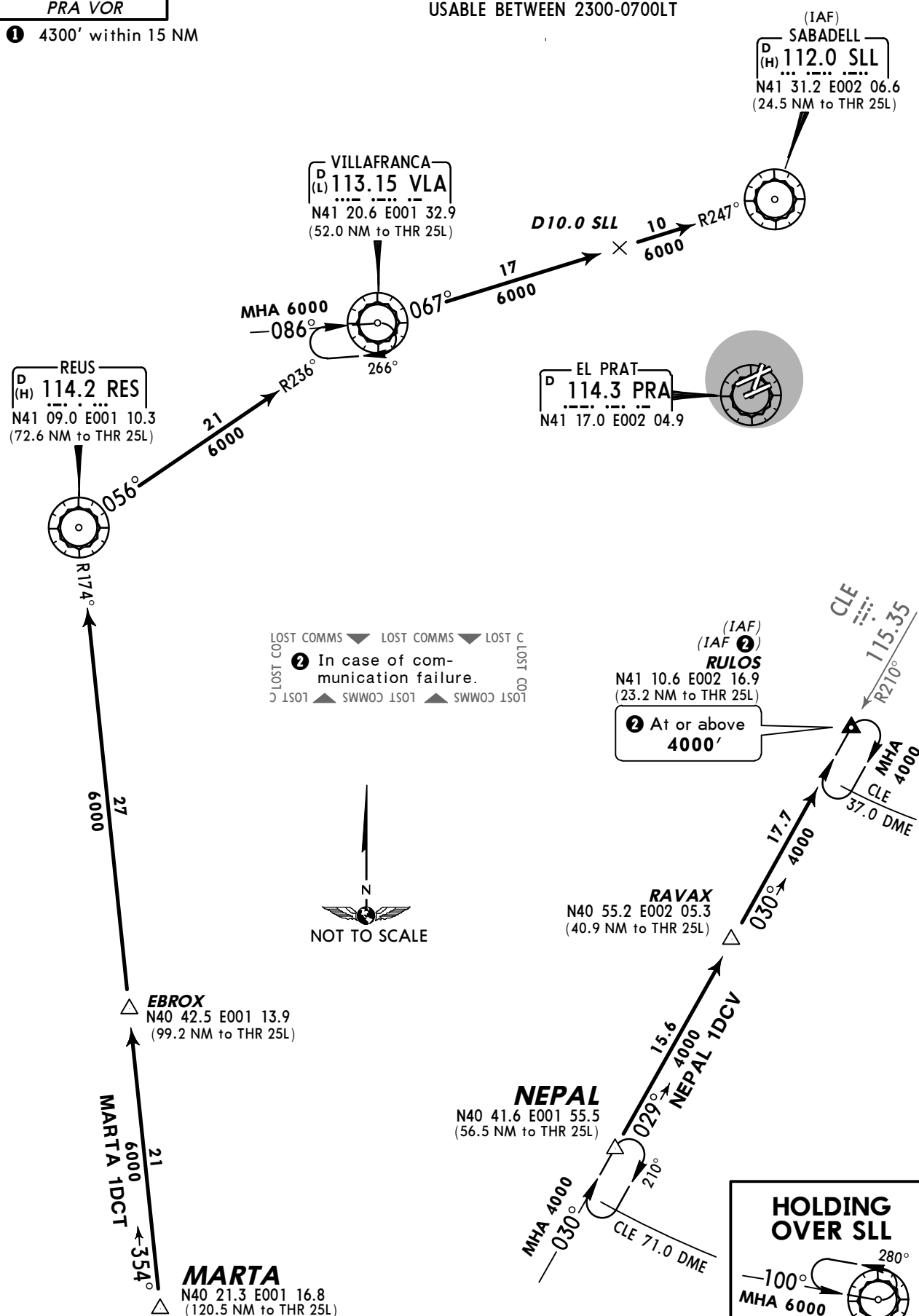
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

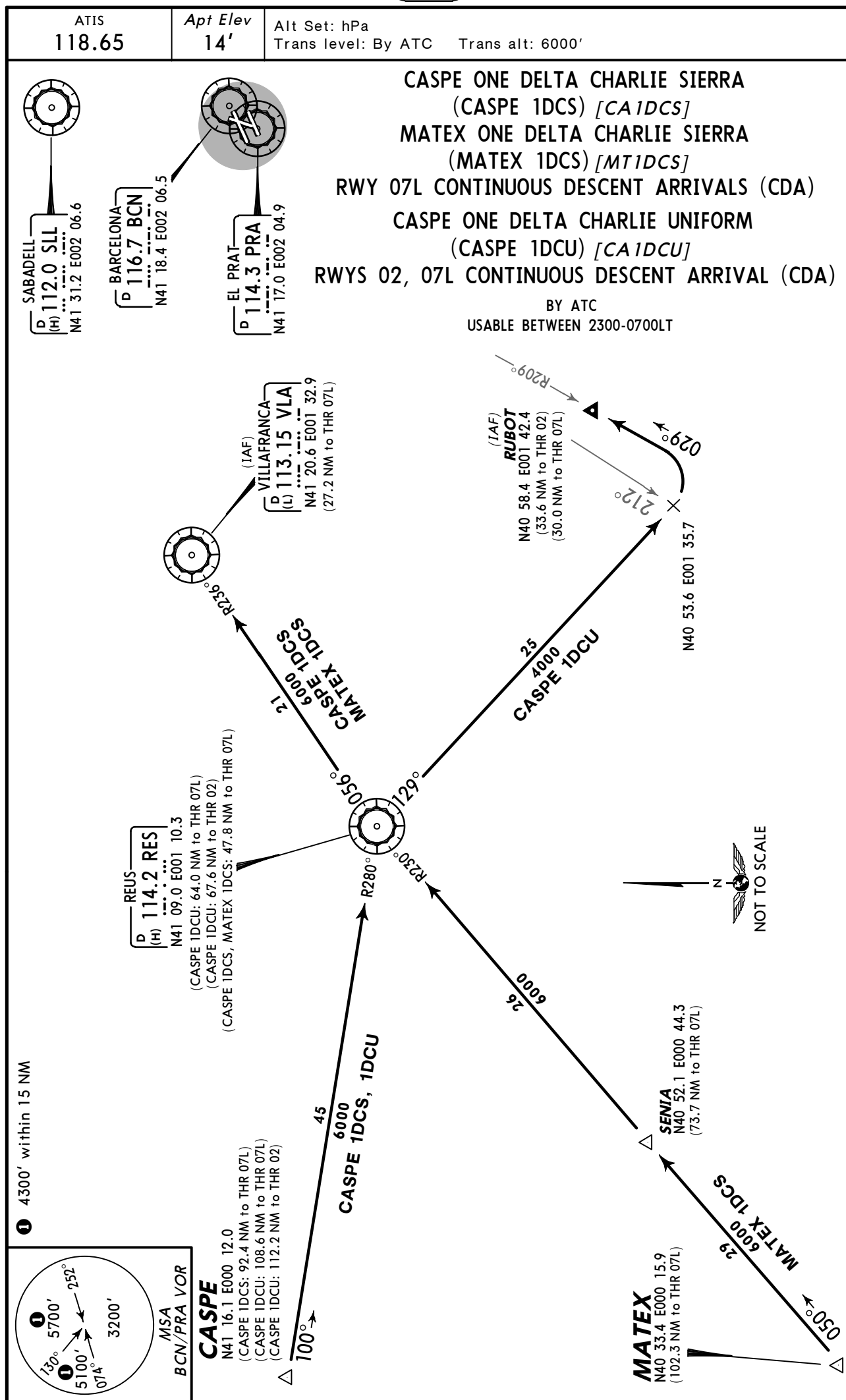
MARTA ONE DELTA CHARLIE TANGO (MARTA 1DCT) [MA1DCT]
NEPAL ONE DELTA CHARLIE VICTOR (NEPAL 1DCV) [NE1DCV]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

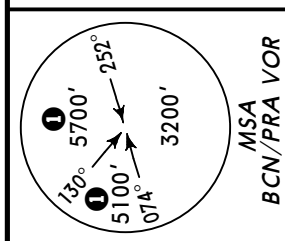
USABLE BETWEEN 2300-0700LT

① 4300' within 15 NM





① 4300' within 15 NM

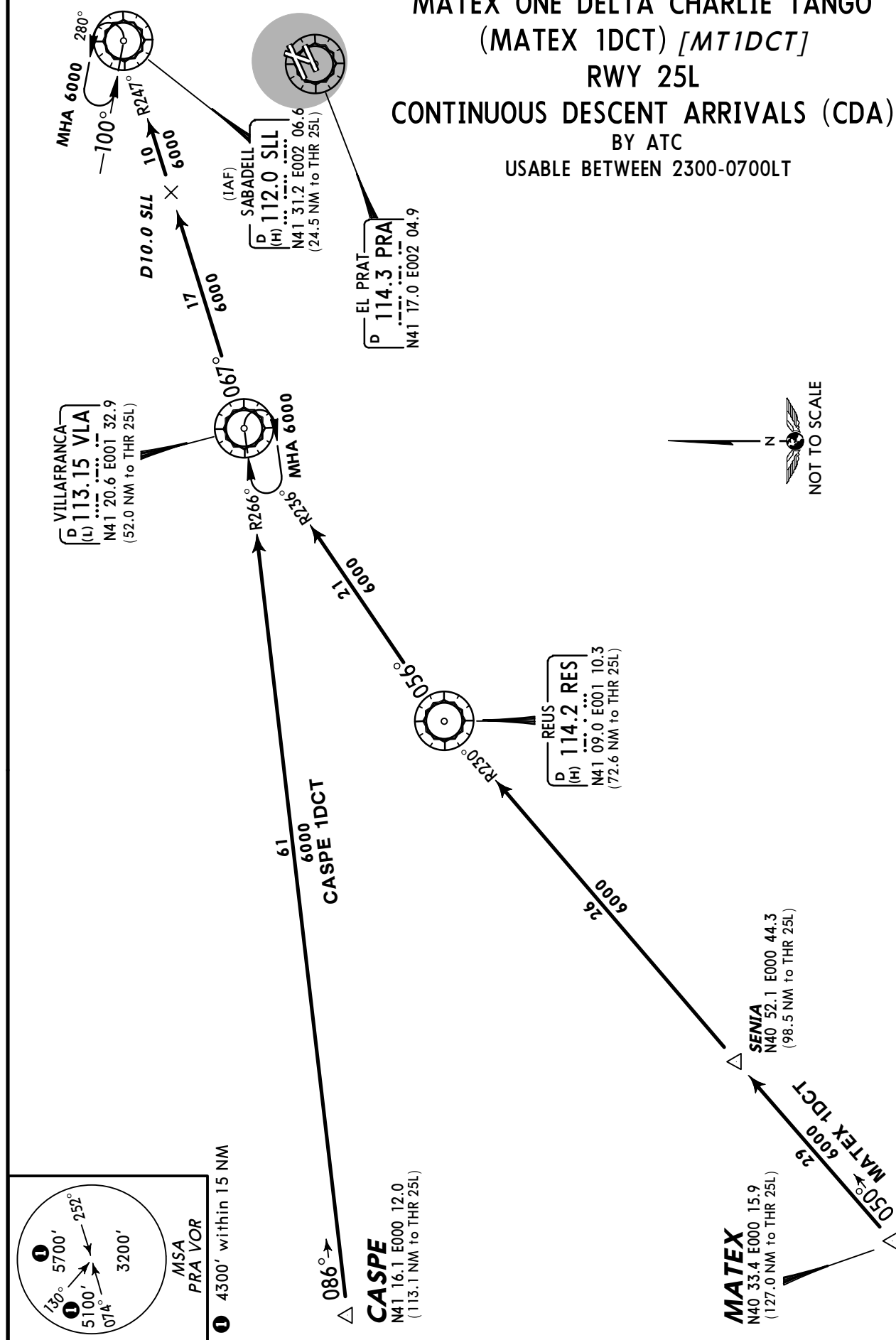


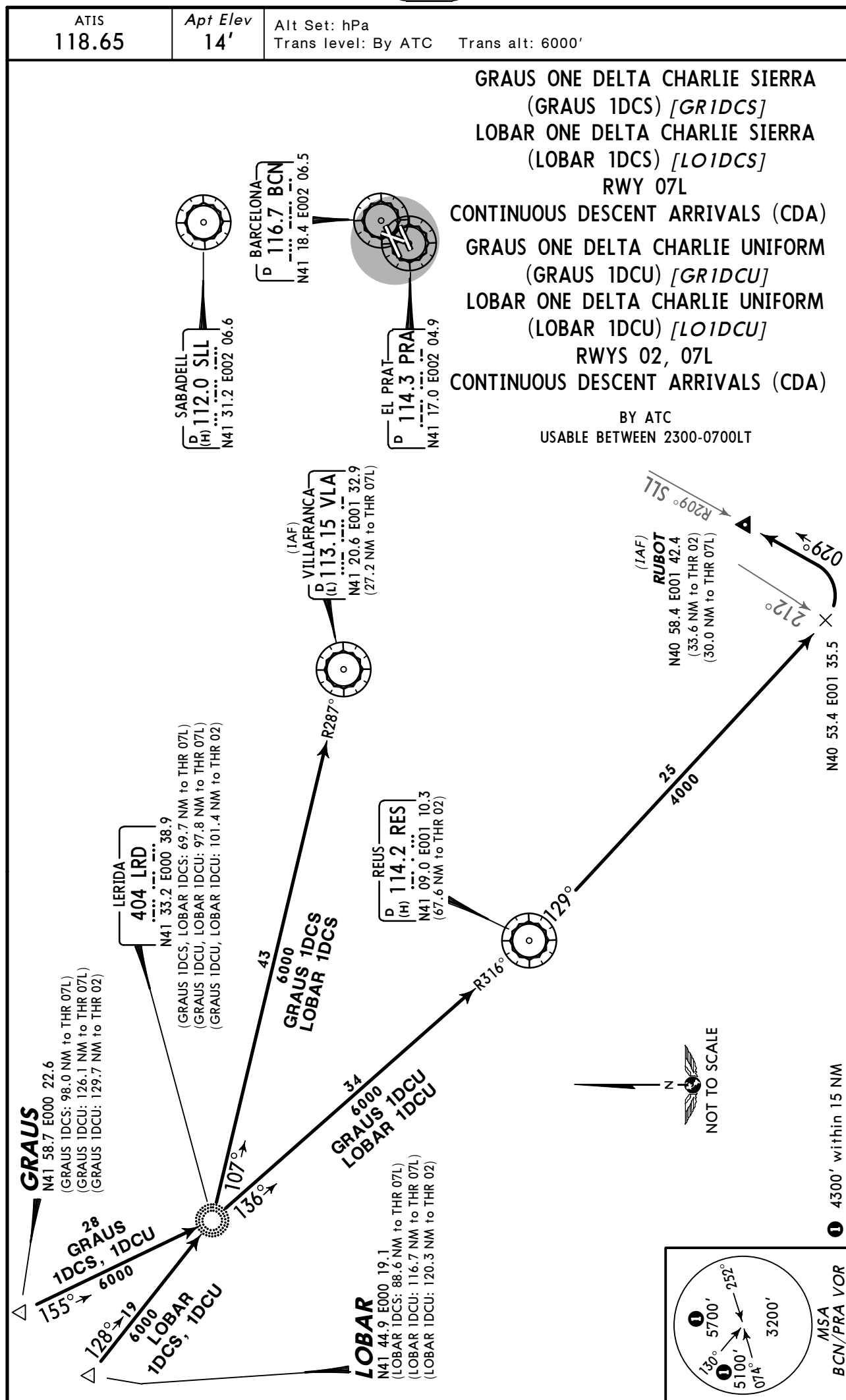
CHANGES: STARs revised; holdings withdrawn.

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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





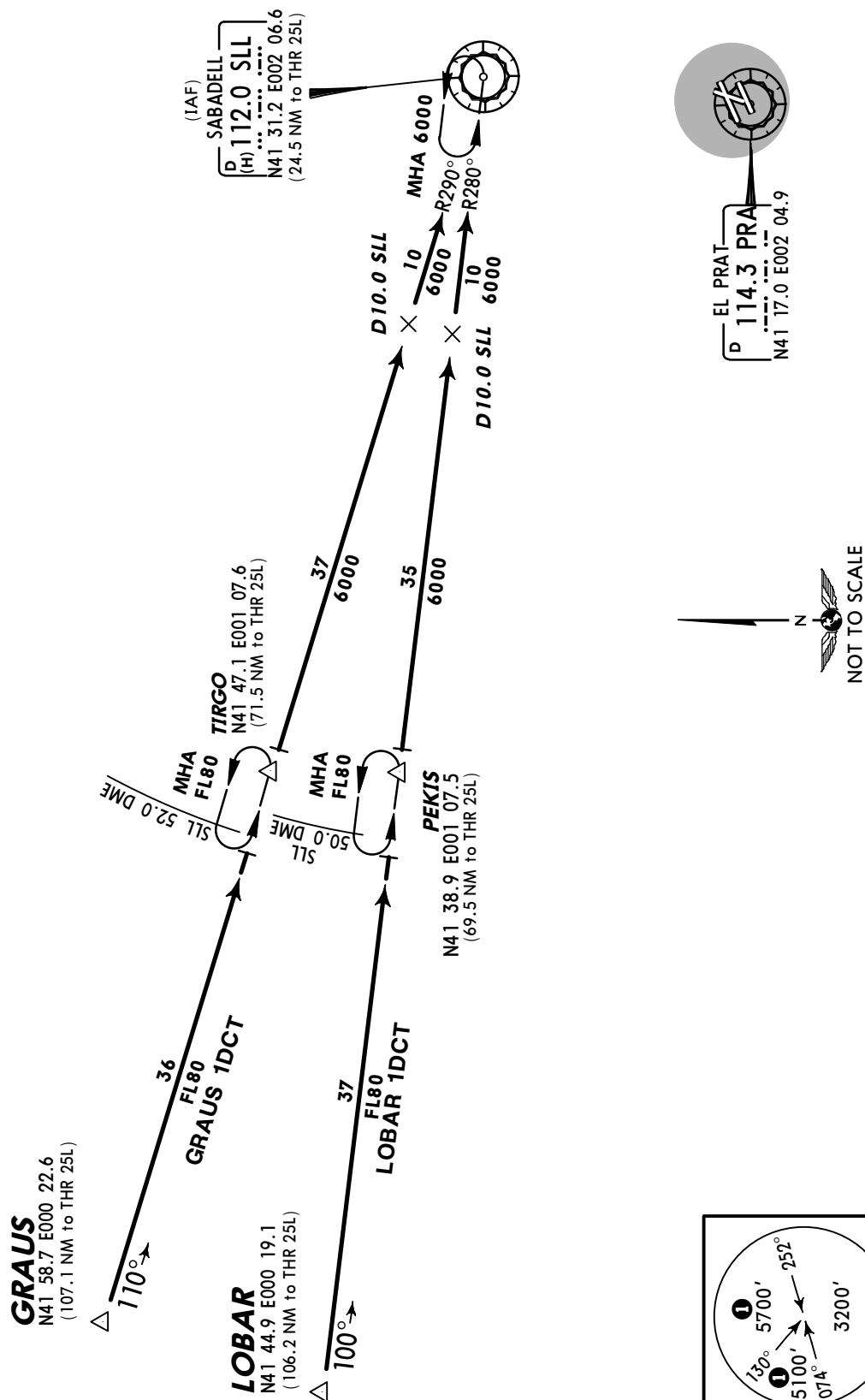
ATIS
118.65Apt Elev
14'

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

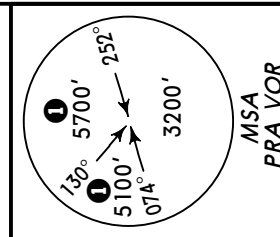


RNAV SID DESIGNATION	REFER TO CHART
AGENA 1K, 1L, 1M	10-3B
AGENA 2P, 3Q	10-3C
AGENA 2R	10-3D
DALIN 1K, 1L, 1M	10-3E
DALIN 2P, 3Q	10-3F
DALIN 2R	10-3G
DUNES 1K, 1L, 1M	10-3H
DUNES 2P, 3Q	10-3J
DUNES 2R	10-3J1
GRAUS 1K, 1L, 1M	10-3J2
GRAUS 2P, 3Q	10-3J3
GRAUS 2R	10-3J4
LARPA 1K, 1L, 1M	10-3J5
LARPA 2P, 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

3. For runway configuration refer to Airport Briefing pages.



1 4300' within
15 NM



These SIDs require minimum climb gradients

of

AGENA 1K: 5% up to 1000'.

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

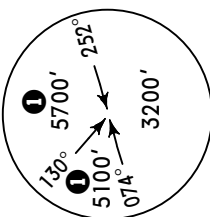
Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
AGENA 1K	02
AGENA 1L	20
AGENA 1M	07L

INITIAL CLIMB/ROUTING	
AGENA 1K	Climb on runway heading to 500', turn RIGHT, intercept PRA R-078 to BL050 (D24.5 PRA), then to SALON, then to AGENA.
AGENA 1L	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL050, then to SALON, then to AGENA.
AGENA 1M	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL050, then to SALON, then to AGENA

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.

MSA
ARP

1 4300' within 15 NM

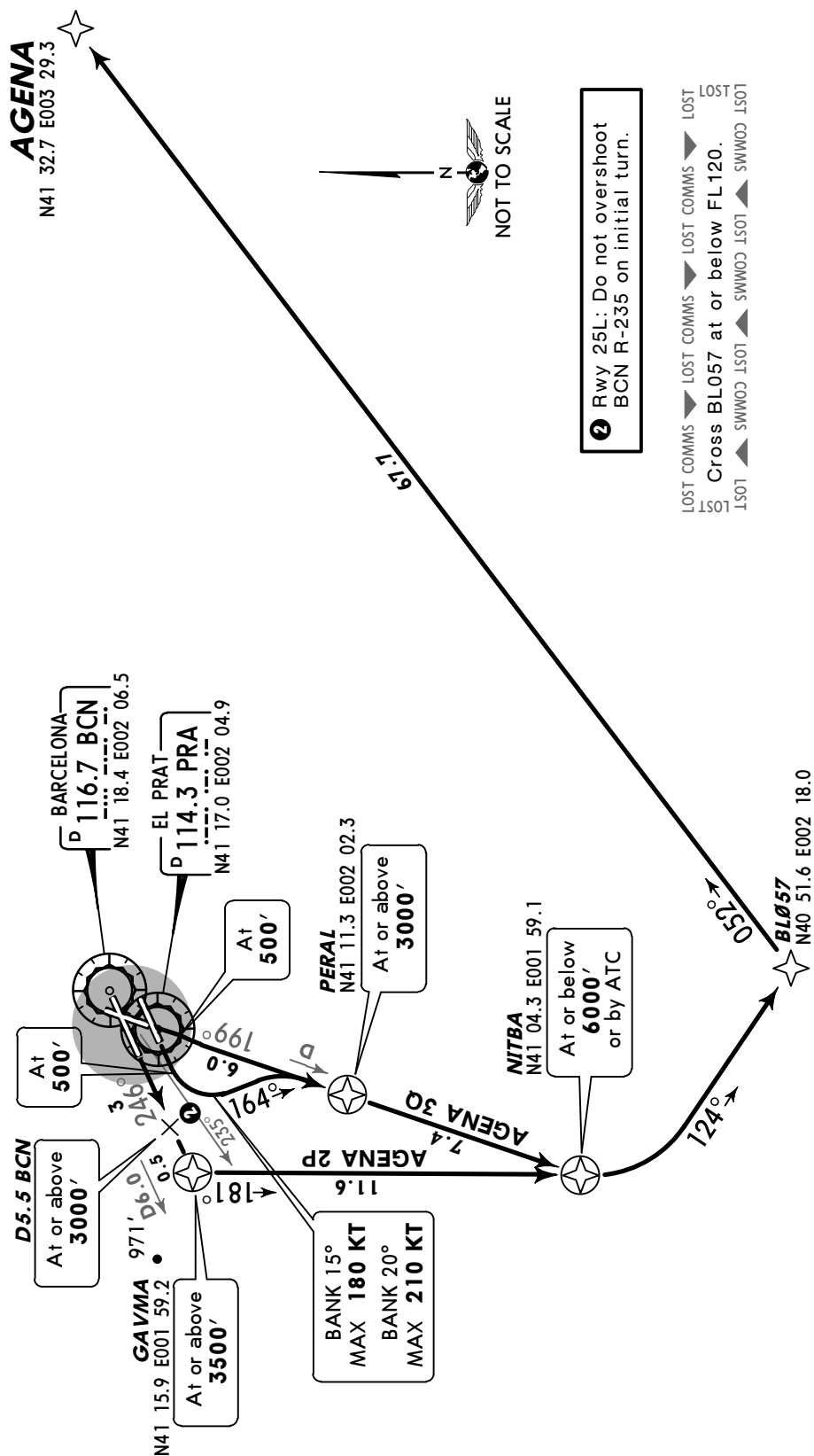
RNAV (DME/DME)

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



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

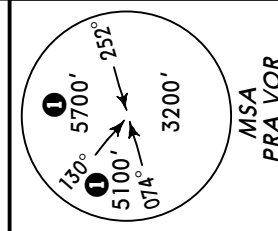
8 Cross BL057 at or below FL120.

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.

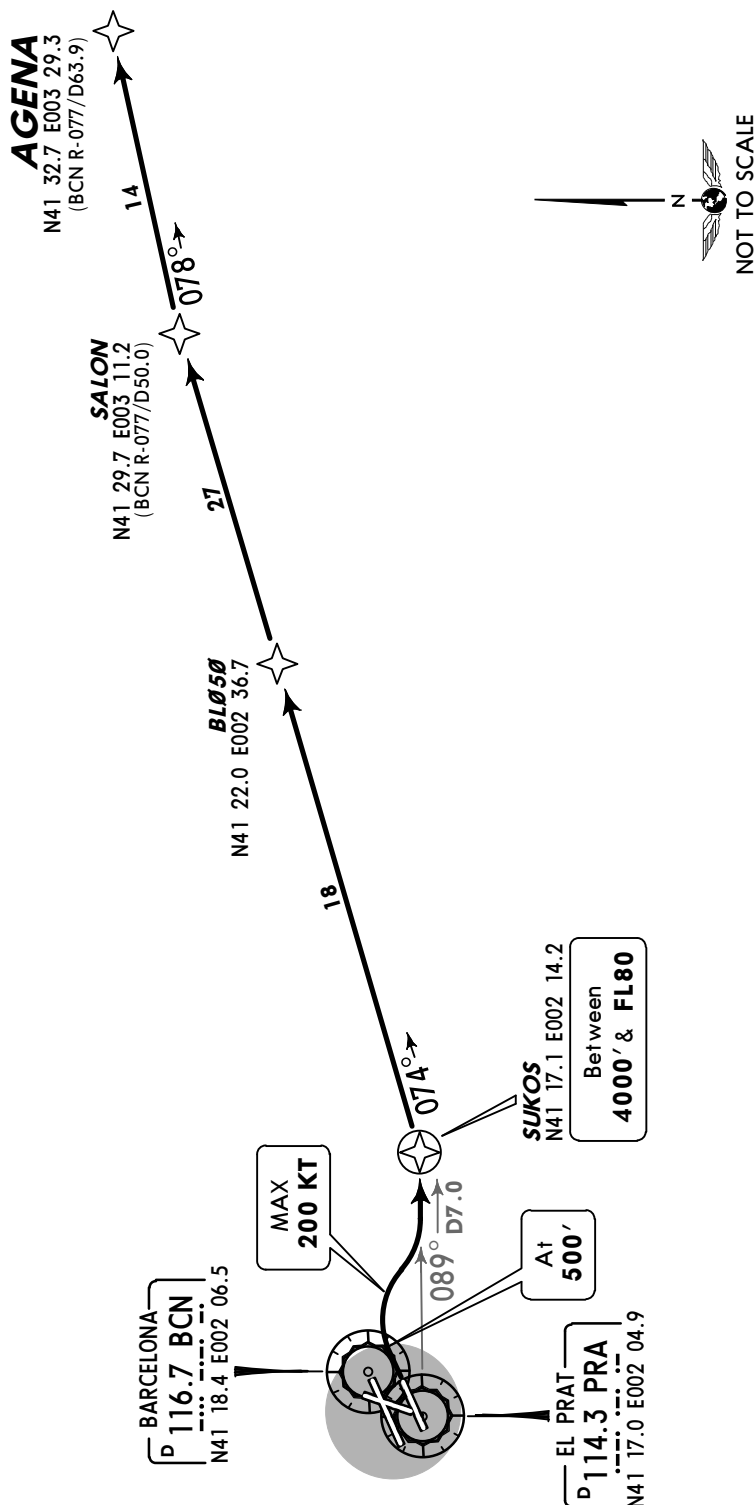
AGENA TWO ROMEO (AGENA 2R) [AGEN2R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

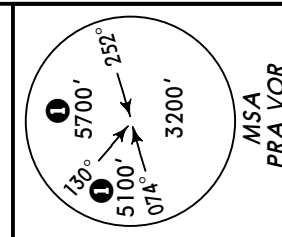
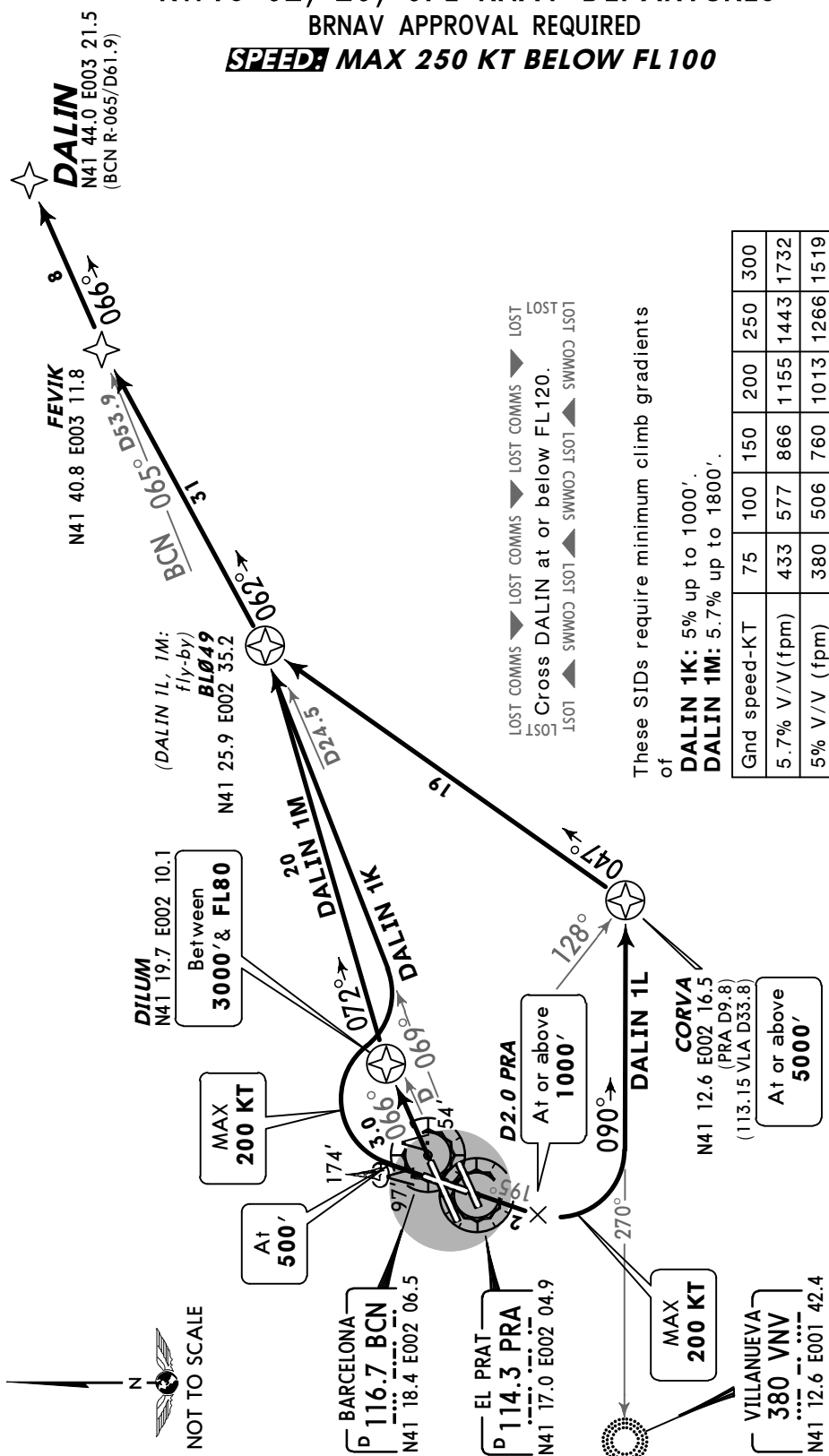
Apt Elev
14'

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

These SIDs require minimum climb gradients

of

DALIN 1K: 5% up to 1000'.**DALIN 1M:** 5.7% up to 1800'.Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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.

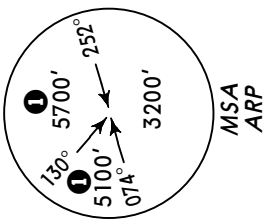
② Turns before departure end of runway (DER) are not allowed.

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

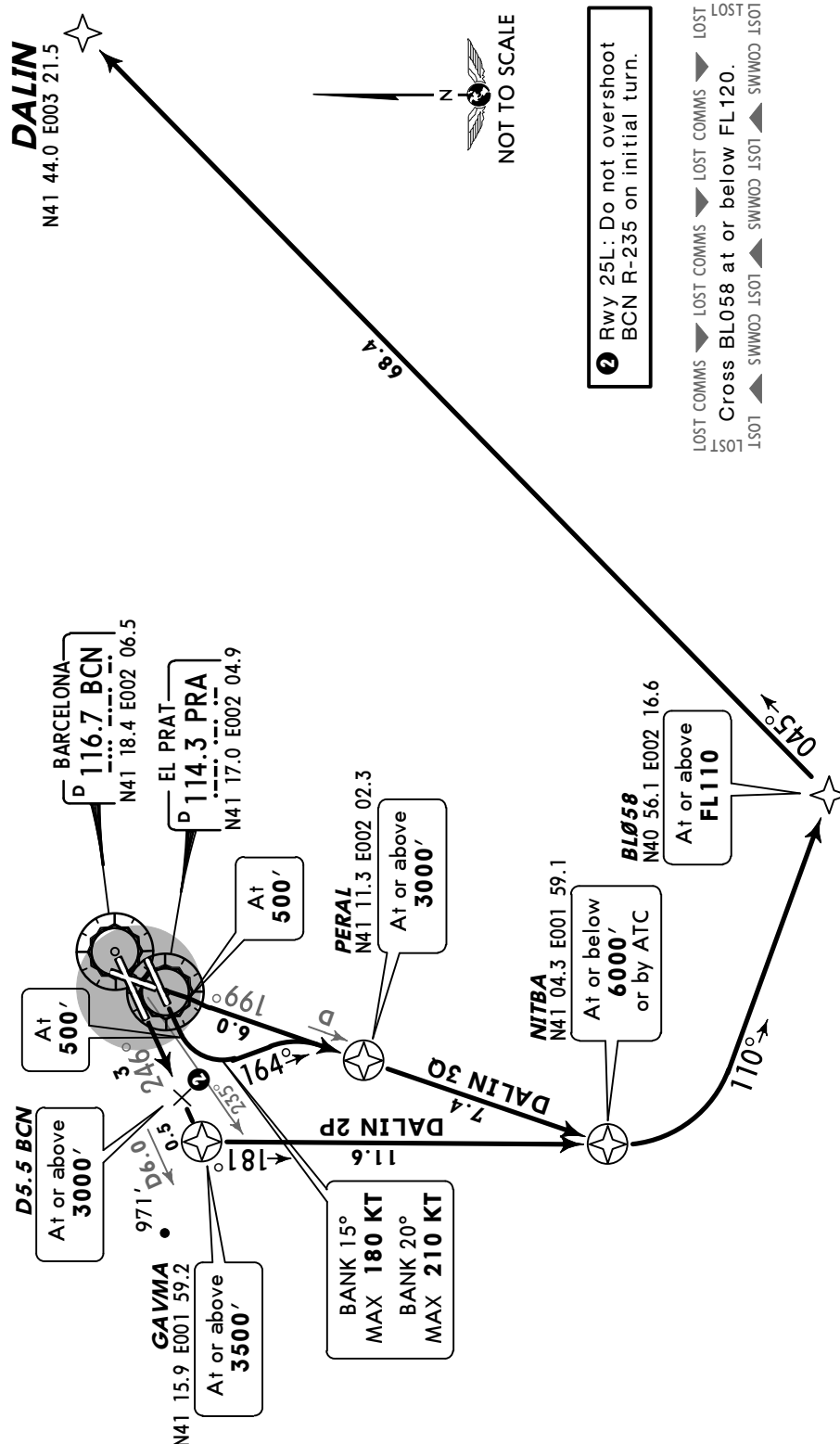
DALIN TWO PAPA (DALIN 2P) [DALI2P]
DALIN THREE QUEBEC (DALIN 3Q) [DALI3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

~~SPEED~~ MAX 250 KT UNTIL FL100Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

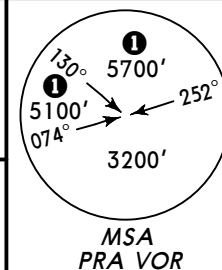
SID	RWY	INITIAL CLIMB
DALIN 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
DALIN 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).
DALIN 3Q	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA).
SID		ROUTING
DALIN 2P		GAVMA (3500'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN.
DALIN 3Q		PERAL (3000'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN.



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.



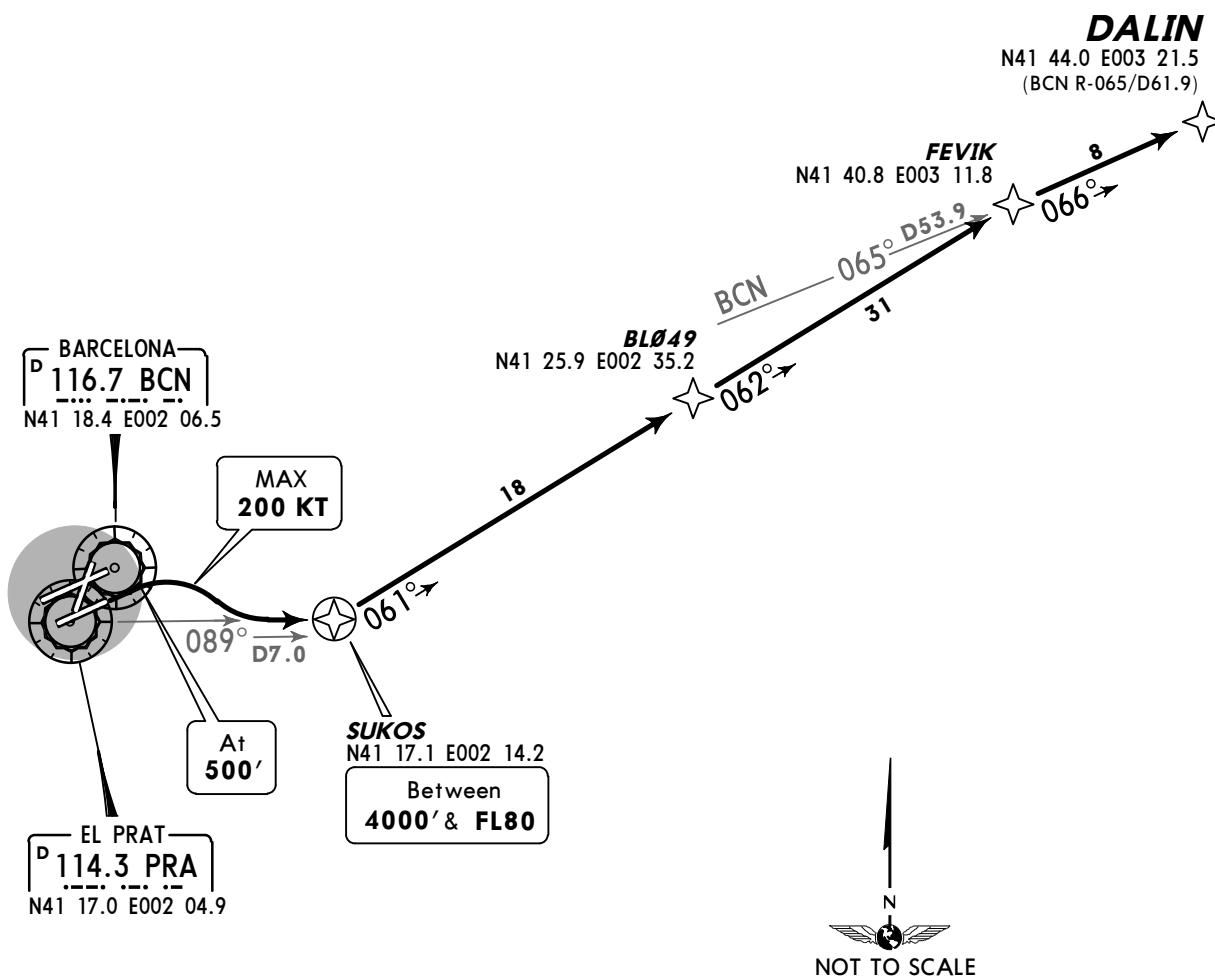
① 4300' within 15 NM

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.

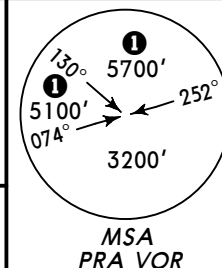
Apt Elev
14'

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.

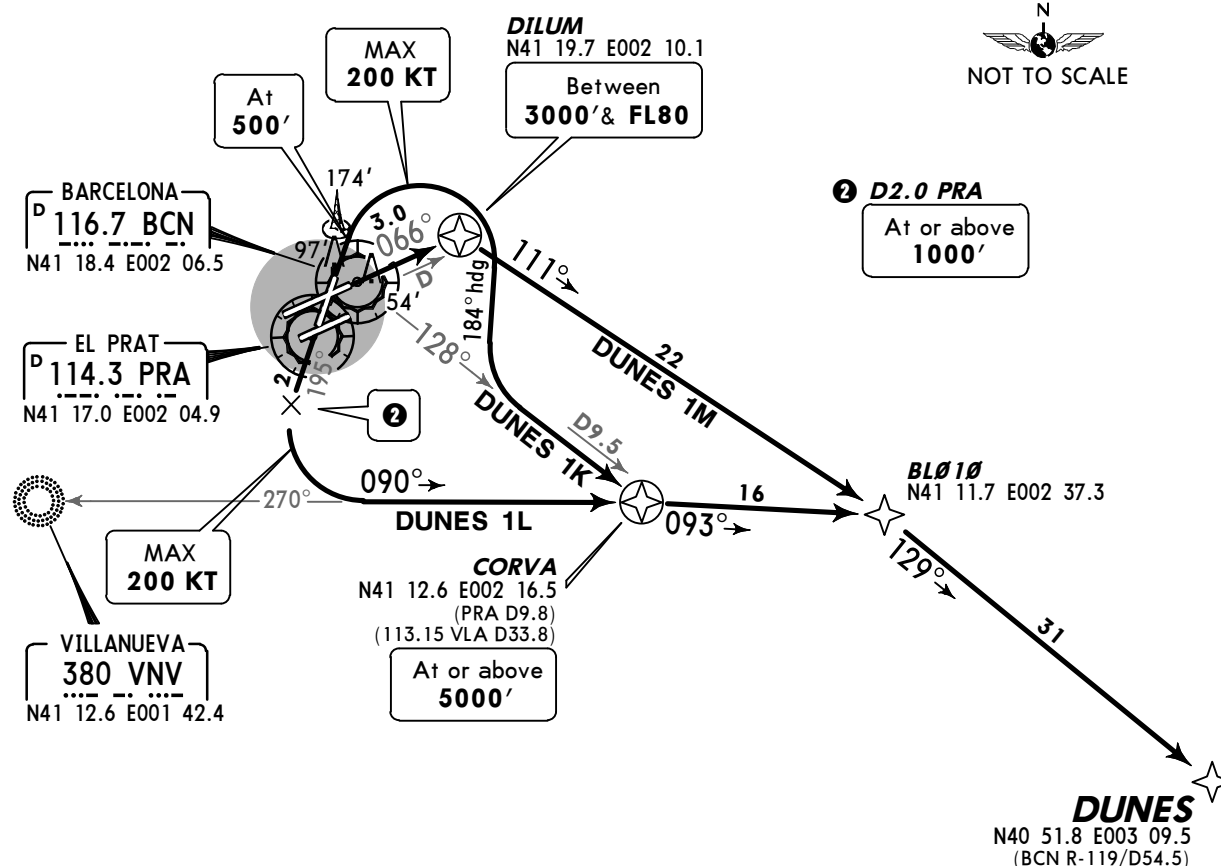
2. EXPECT close-in obstacles.

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

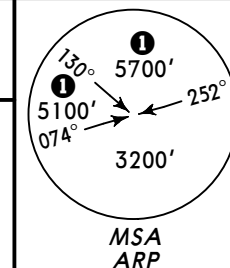
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross DUNES at or below FL120.
LOST ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

Initial ATC clearance:

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

SID	RWY	INITIAL CLIMB/ROUTING
DUNES 1K	02 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.

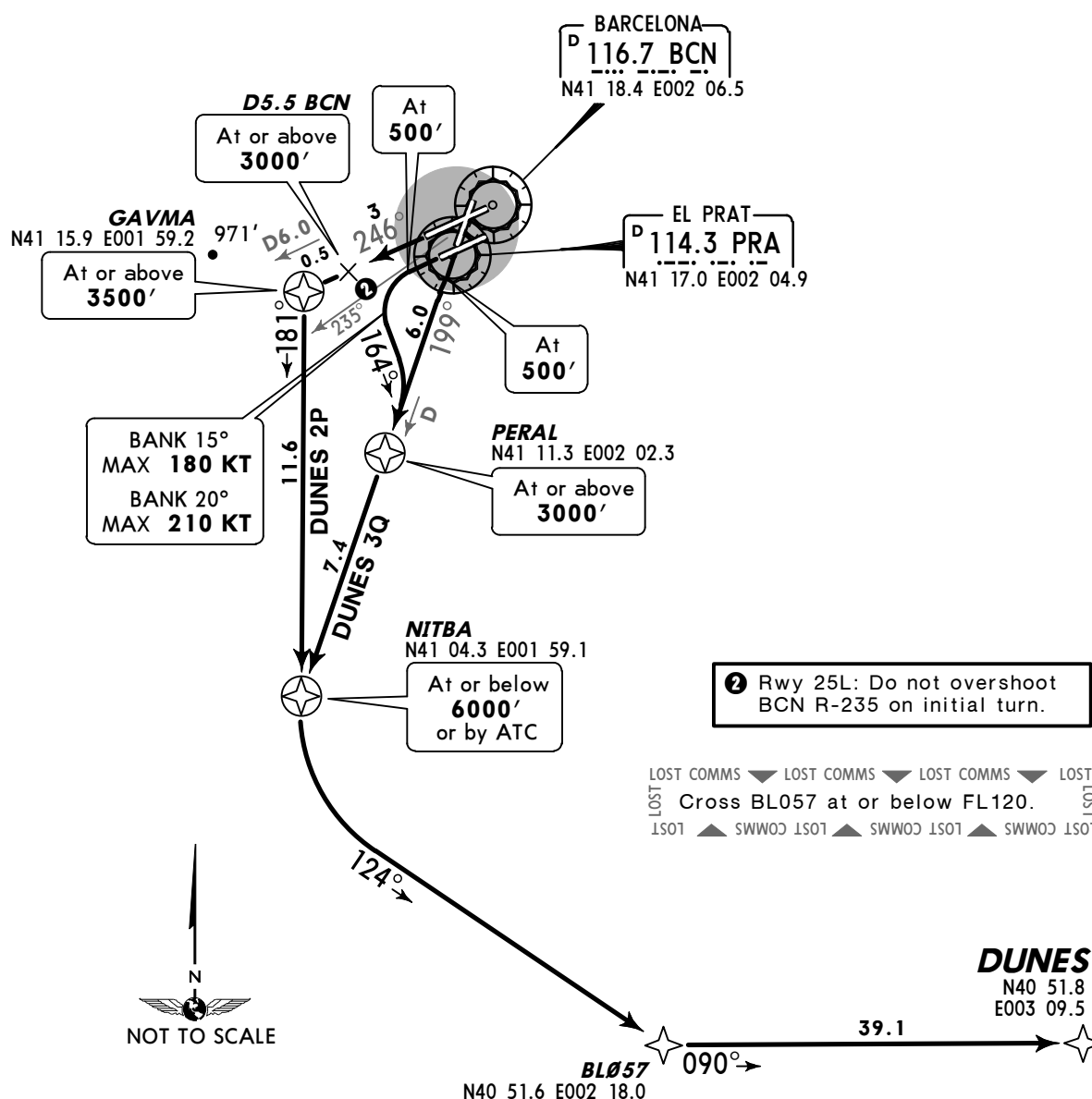
③ Turns before departure end of runway (DER) are not allowed.

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 TWO PAPA (DUNES 2P) [DUNE2P]
DUNES THREE QUEBEC (DUNES 3Q) [DUNE3Q]
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:

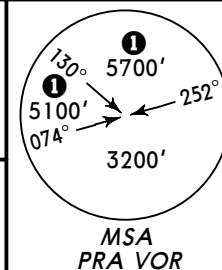
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
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.



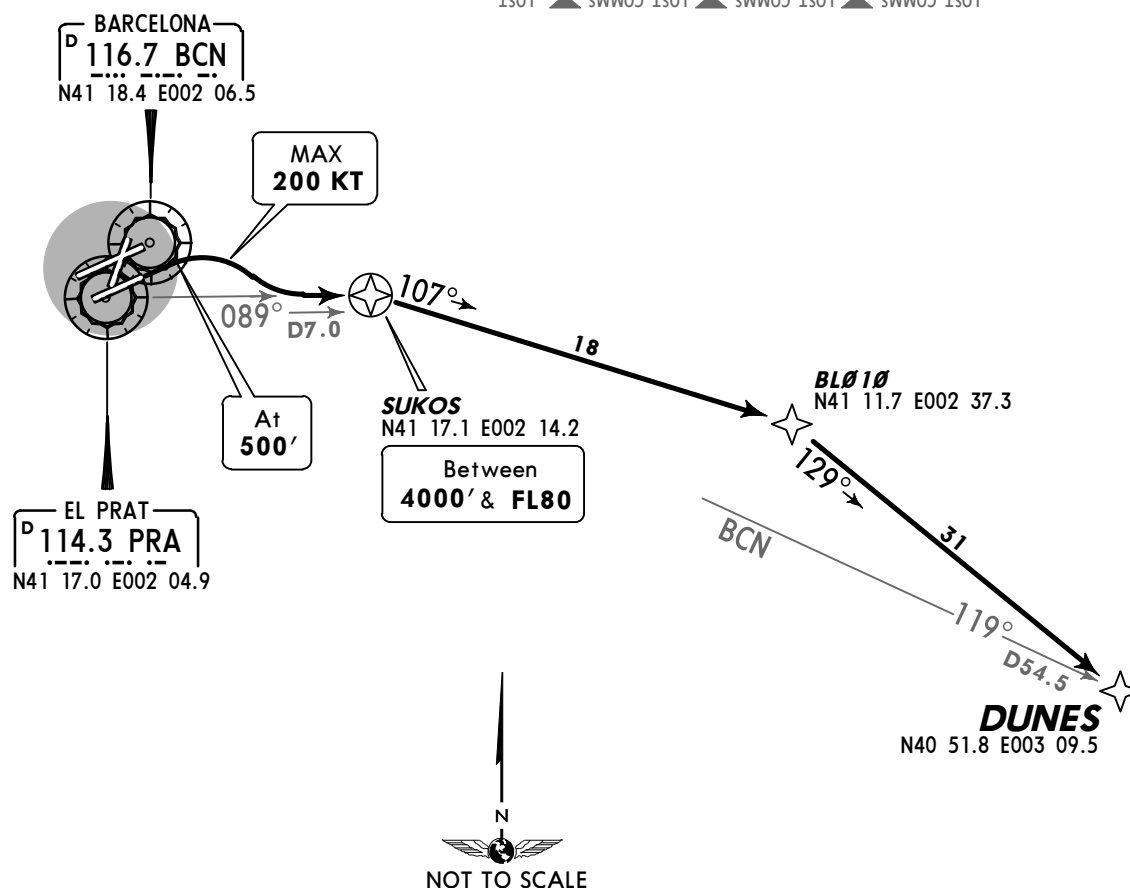
① 4300' within 15 NM

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.

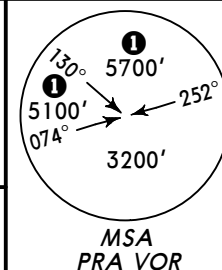
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

2. EXPECT close-in obstacles.

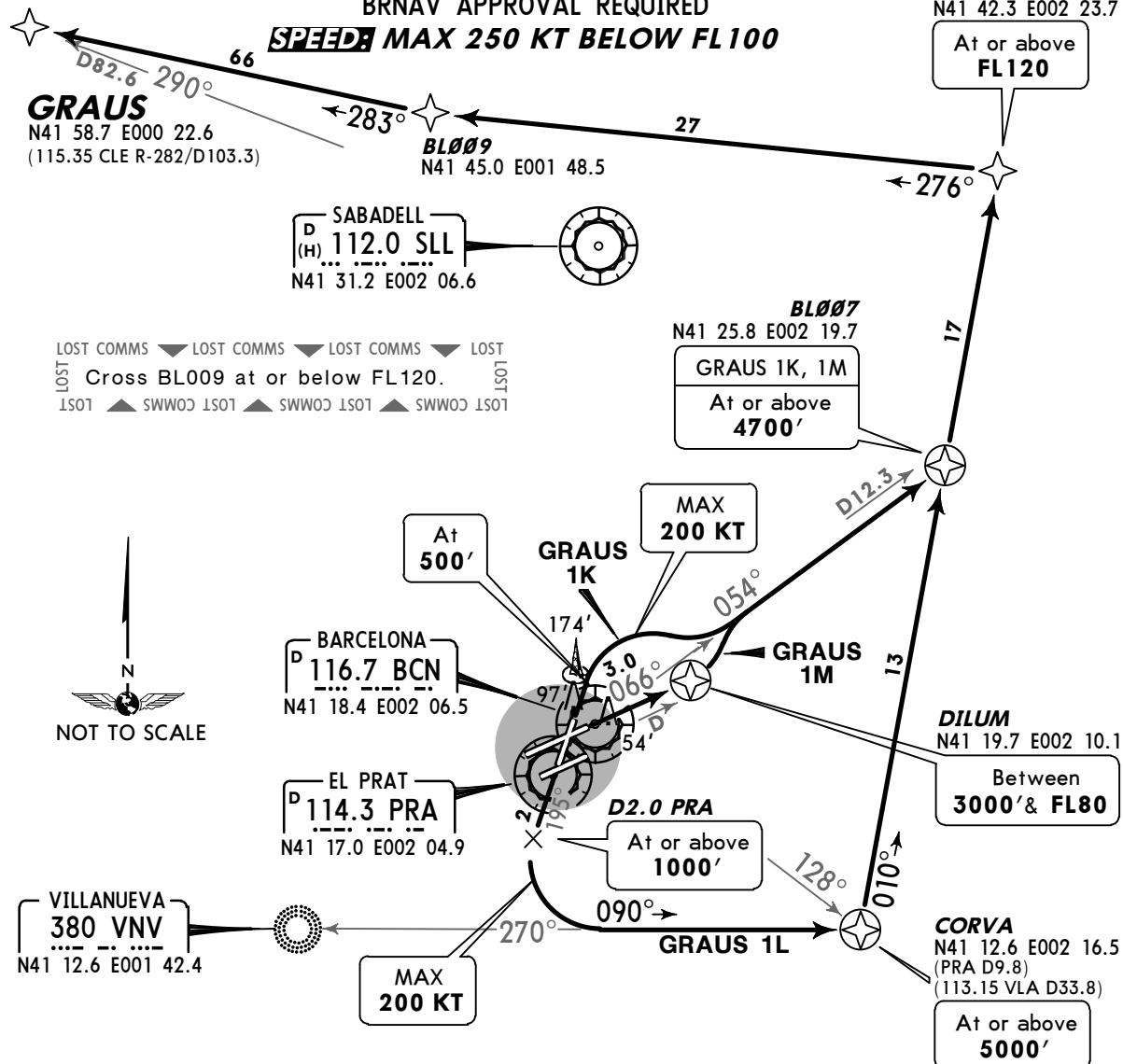
3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

GRAUS ONE KILO (GRAUS 1K) [GRAU1K]
GRAUS ONE LIMA (GRAUS 1L) [GRAU1L]
GRAUS ONE MIKE (GRAUS 1M) [GRAU1M]
RWYS 02, 20, 07L RNAV DEPARTURES

BRNAV APPROVAL REQUIRED

SPEEDS MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of

GRAUS 1K: 5% up to 1500'.

GRAUS 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
GRAUS 1K	02 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.

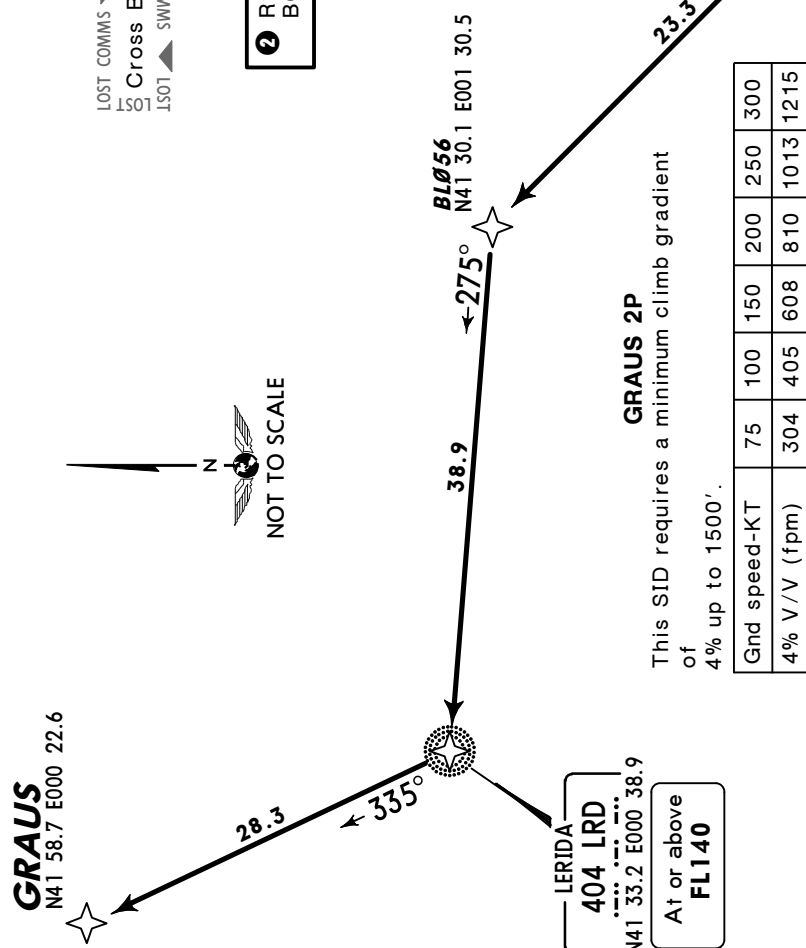
GRAUS TWO PAPA
(GRAUS 2P) [GRAU2P]
GRAUS THREE QUEBEC
(GRAUS 3Q) [GRAU3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)

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

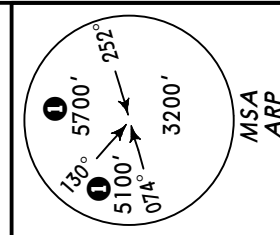
~~SPEEDS~~ MAX 250 KT UNTIL FL100

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.



Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB
GRAUS 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
GRAUS 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	
GRAUS 2P	GAVMA (3500'+) - BL059 - LRD (FL140+) - GRAUS.	
GRAUS 3Q	DOTIS (3000'+) - BL056 - LRD (FL140+) - GRAUS.	

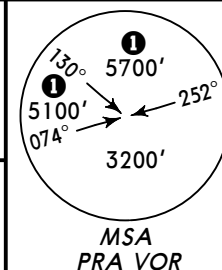


① 4300' within 15 NM

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.

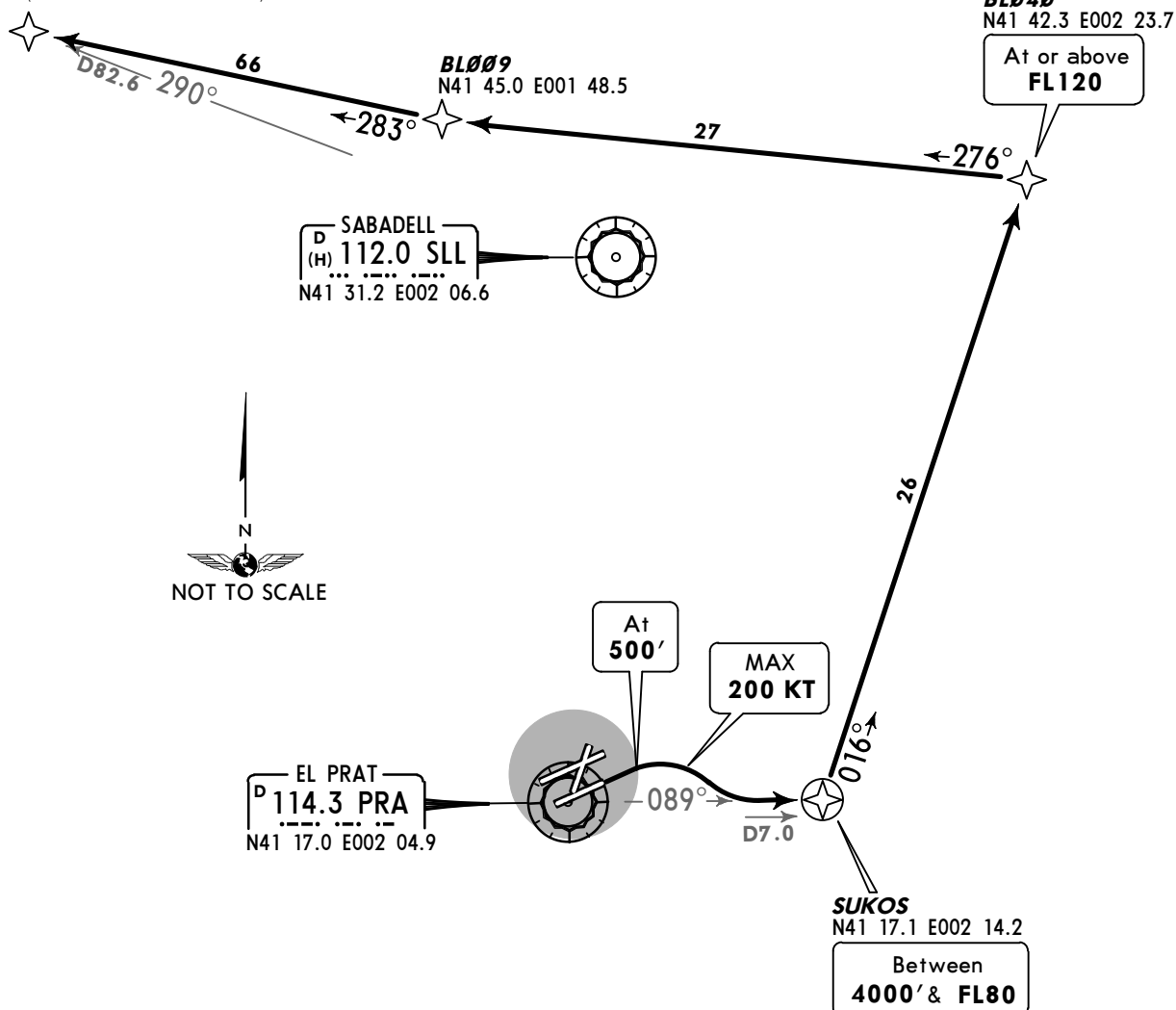


① 4300' within 15 NM

GRAUS TWO ROMEO (GRAUS 2R) [GRAU2R]

RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100LOST 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:

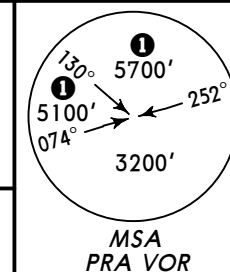
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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'

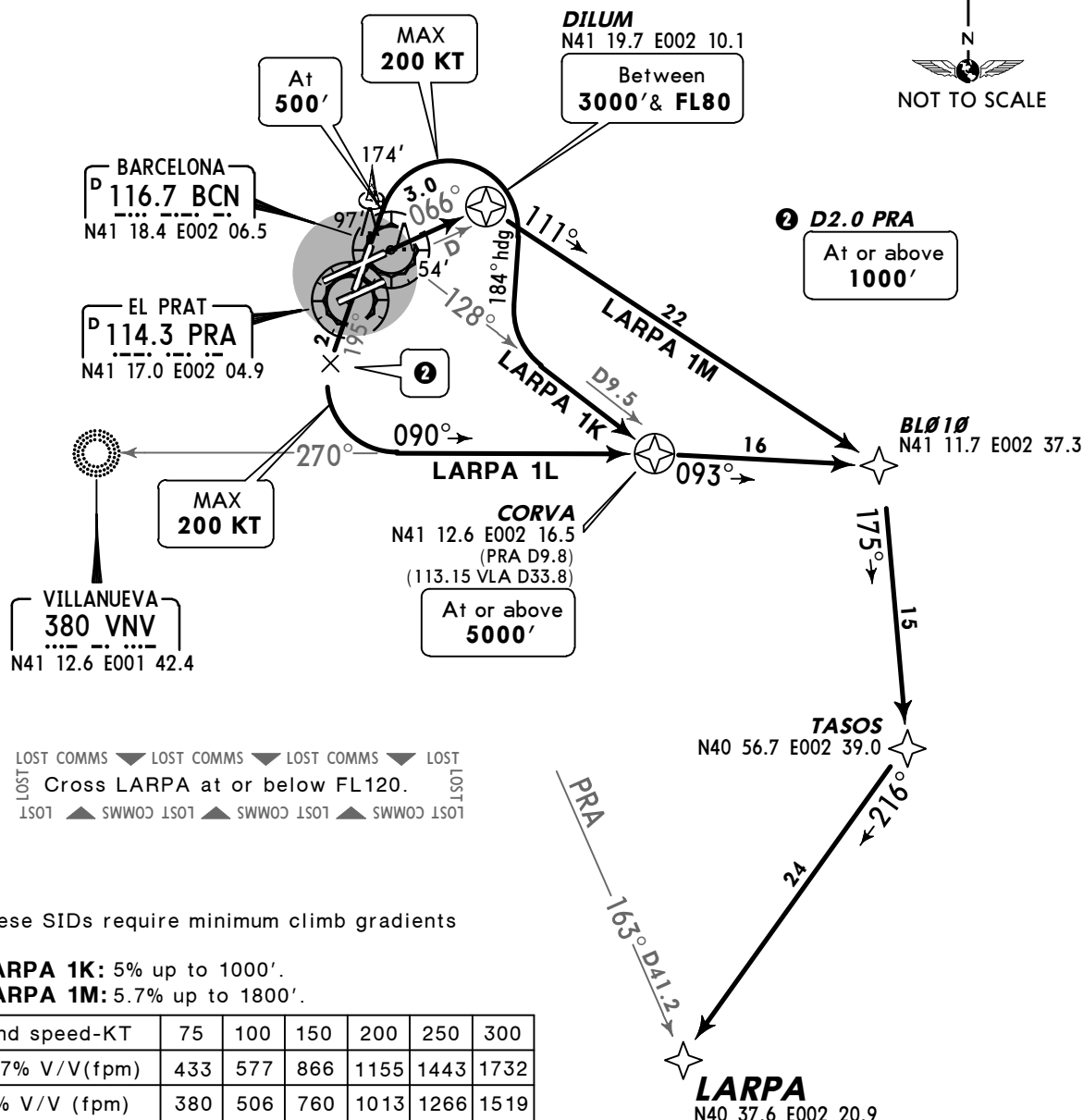
Trans level: By ATC Trans alt: 6000'

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

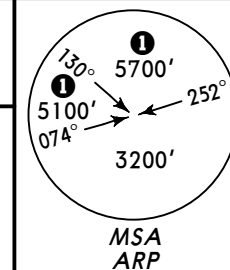
LARPA ONE KILO (LARPA 1K) [LARP1K]
LARPA ONE LIMA (LARPA 1L) [LARP1L]
LARPA ONE MIKE (LARPA 1M) [LARP1M]
RWYS 02, 20, 07L RNAV DEPARTURES
BRNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



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

SID	RWY	INITIAL CLIMB/ROUTING
LARPA 1K	02 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.

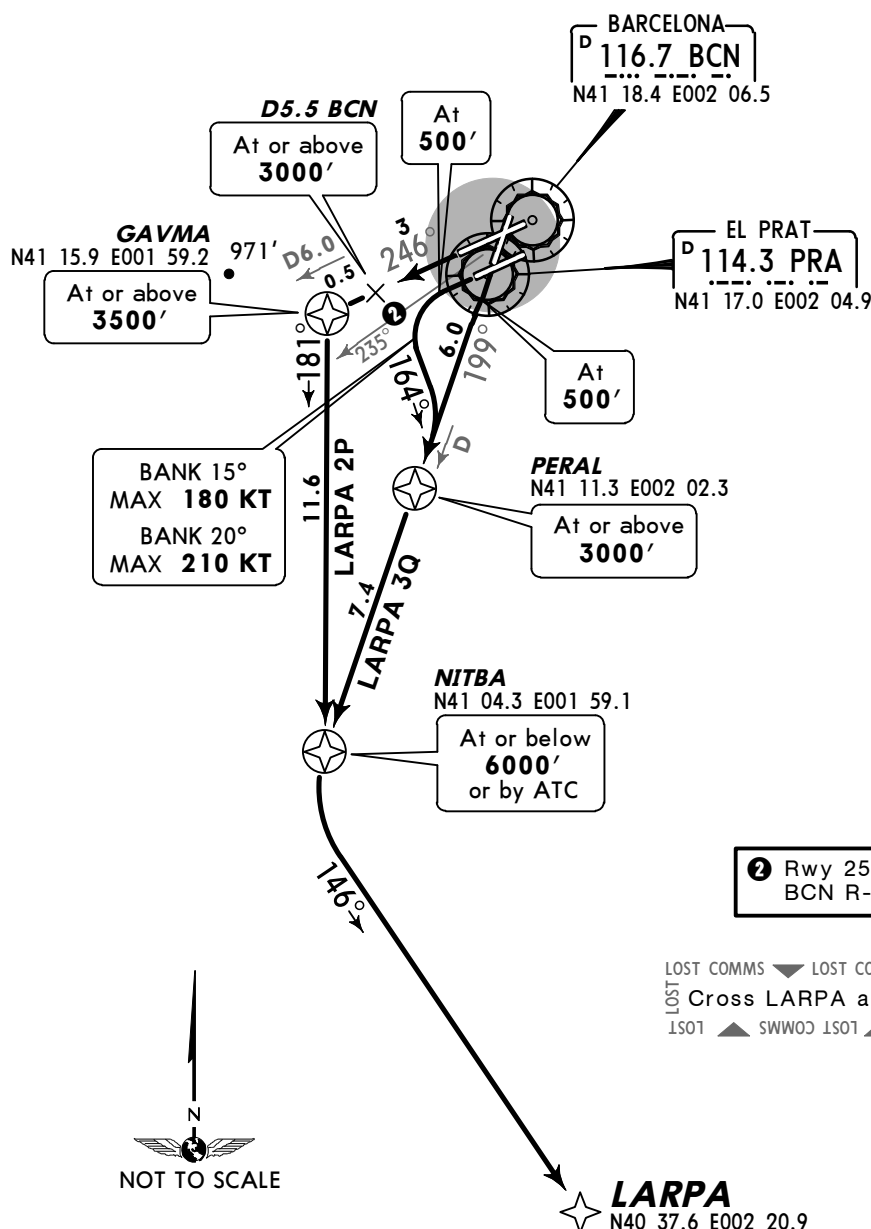
LARPA TWO PAPA (LARPA 2P) [LARP2P]
LARPA THREE QUEBEC (LARPA 3Q) [LARP3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

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

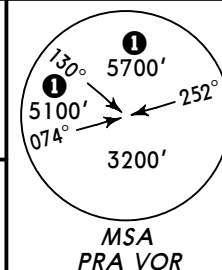
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST Cross LARPA at or below FL120. LOST
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOSTInitial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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'

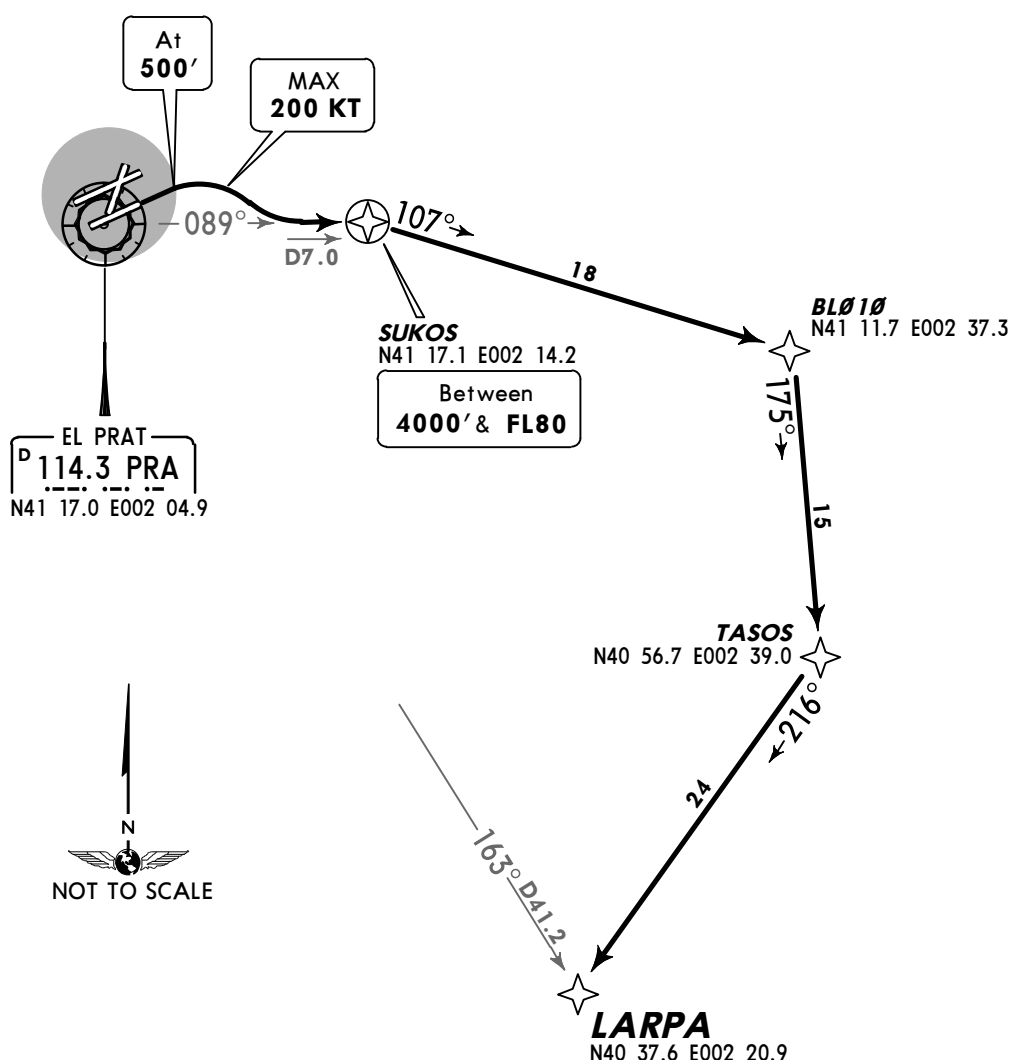
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



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.

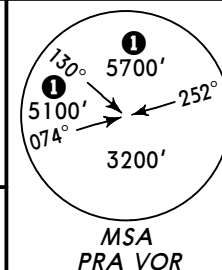
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

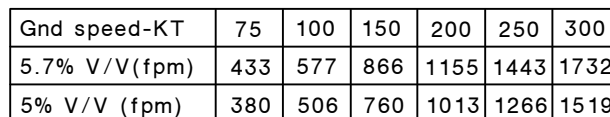
Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL010, then to TASOS, then to LARPA.

Trans level: By ATC Trans alt: 6000'

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



LOBAR ONE KILO (LOBAR 1K) [*LOBA1K*]
 LOBAR ONE LIMA (LOBAR 1L) [*LOBA1L*]
 LOBAR ONE MIKE (LOBAR 1M) [*LOBA1M*]
 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
LOBAR 1K	02 ②	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL008, then to BL053, then to LOBAR.
LOBAR 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 BL008, then to BL053, then to LOBAR.
LOBAR 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), turn LEFT to BL008, then to BL053, then to LOBAR.

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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)

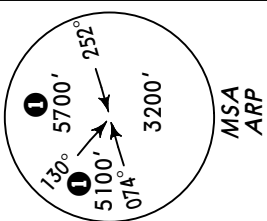
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES

~~SPEEDS~~ MAX 250 KT UNTIL FL100

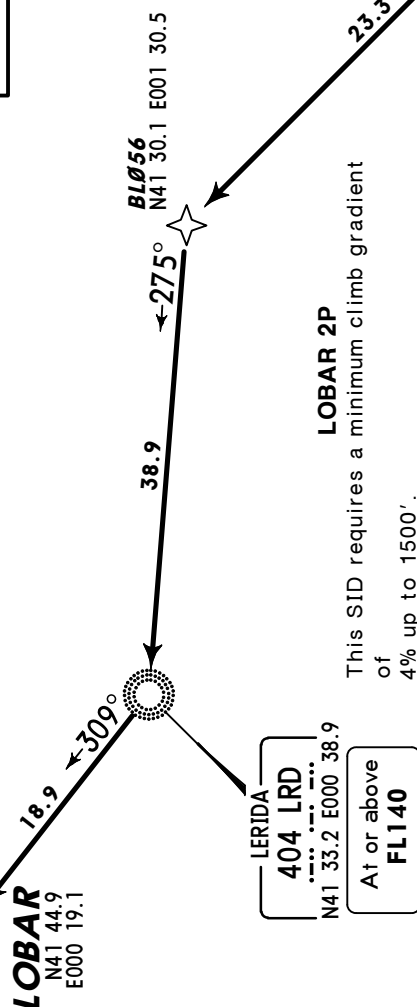
LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross BL056 at or below FL120.
LSOT ► SWWOC LSOT ► SWWOC LSOT

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

1 4300' within 15 NM



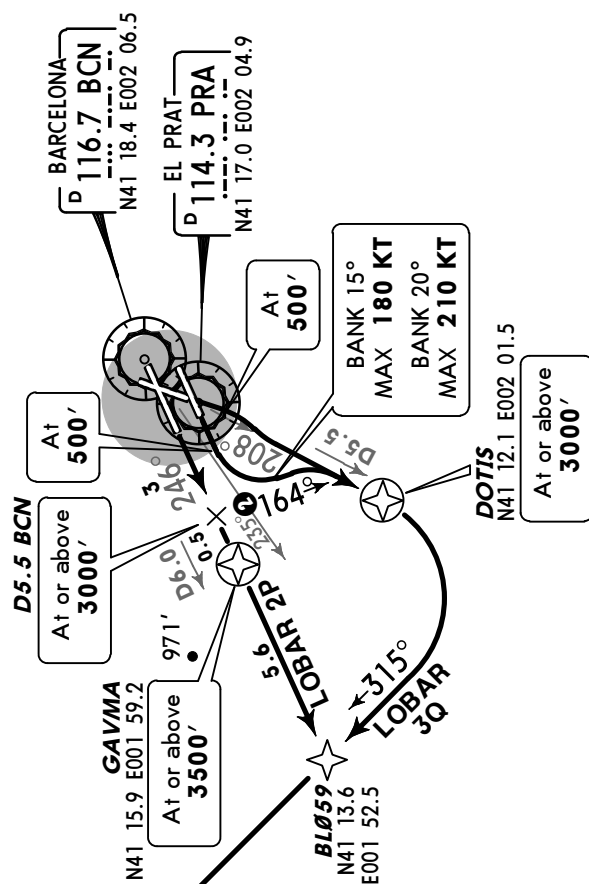
NOT TO SCALE



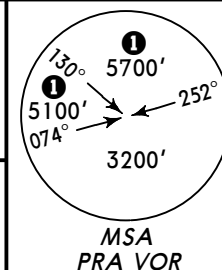
Gnd speed-KT	75	100	150	200	250	300
4% V/V (fpm)	304	405	608	810	1013	1215

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.	



1. This SID is a restricted BRNAV 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.

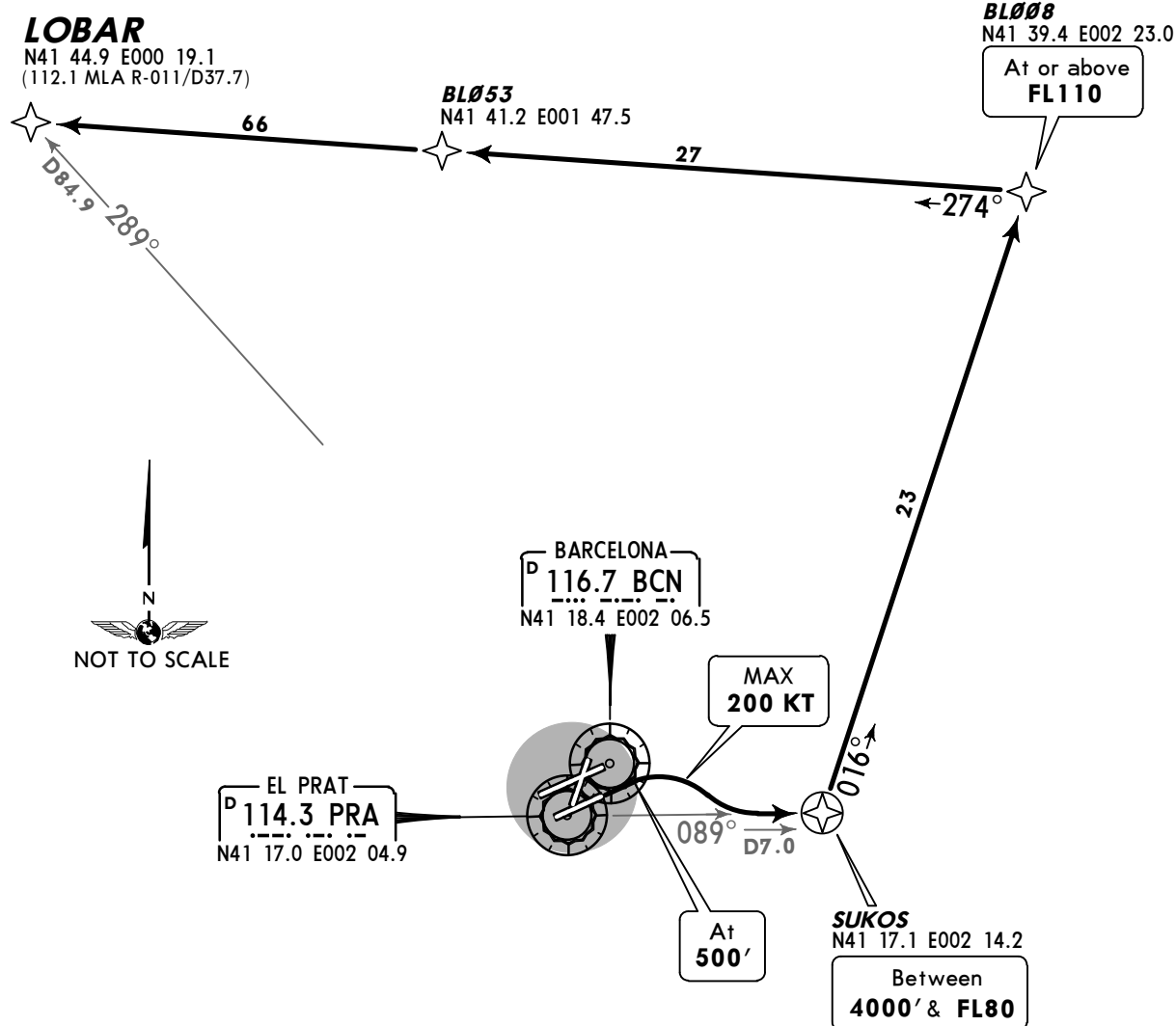


① 4300' within 15 NM

BRNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL 100

Cross BL053 at or below FL120.



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 BL008, then to BL053, then to LOBAR.

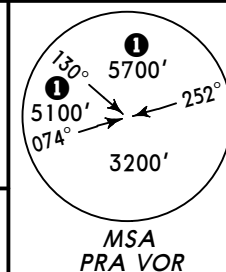
Apt Elev
14'

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.

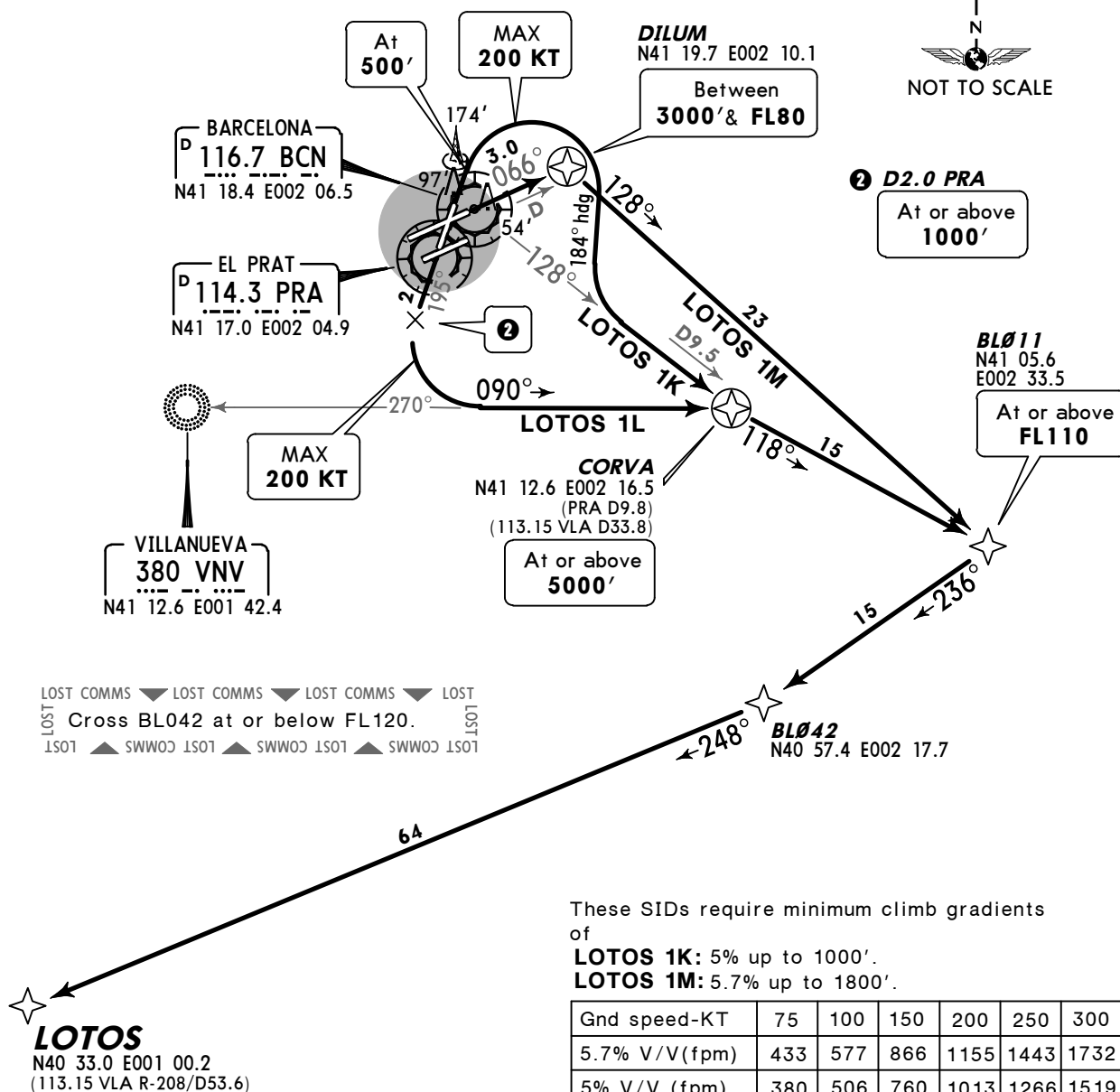
2. EXPECT close-in obstacles.

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
LOST Cross BL042 at or below FL120.
LOST 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

These SIDs require minimum climb gradients of

LOTOS 1K: 5% up to 1000'.

LOTOS 1M: 5.7% up to 1800'.

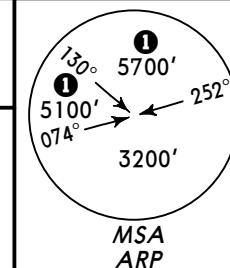
Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
5% V/V (fpm)	380	506	760	1013	1266	1519

Initial ATC clearance:

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

SID	RWY	INITIAL CLIMB/ROUTING
LOTOS 1K	02 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.

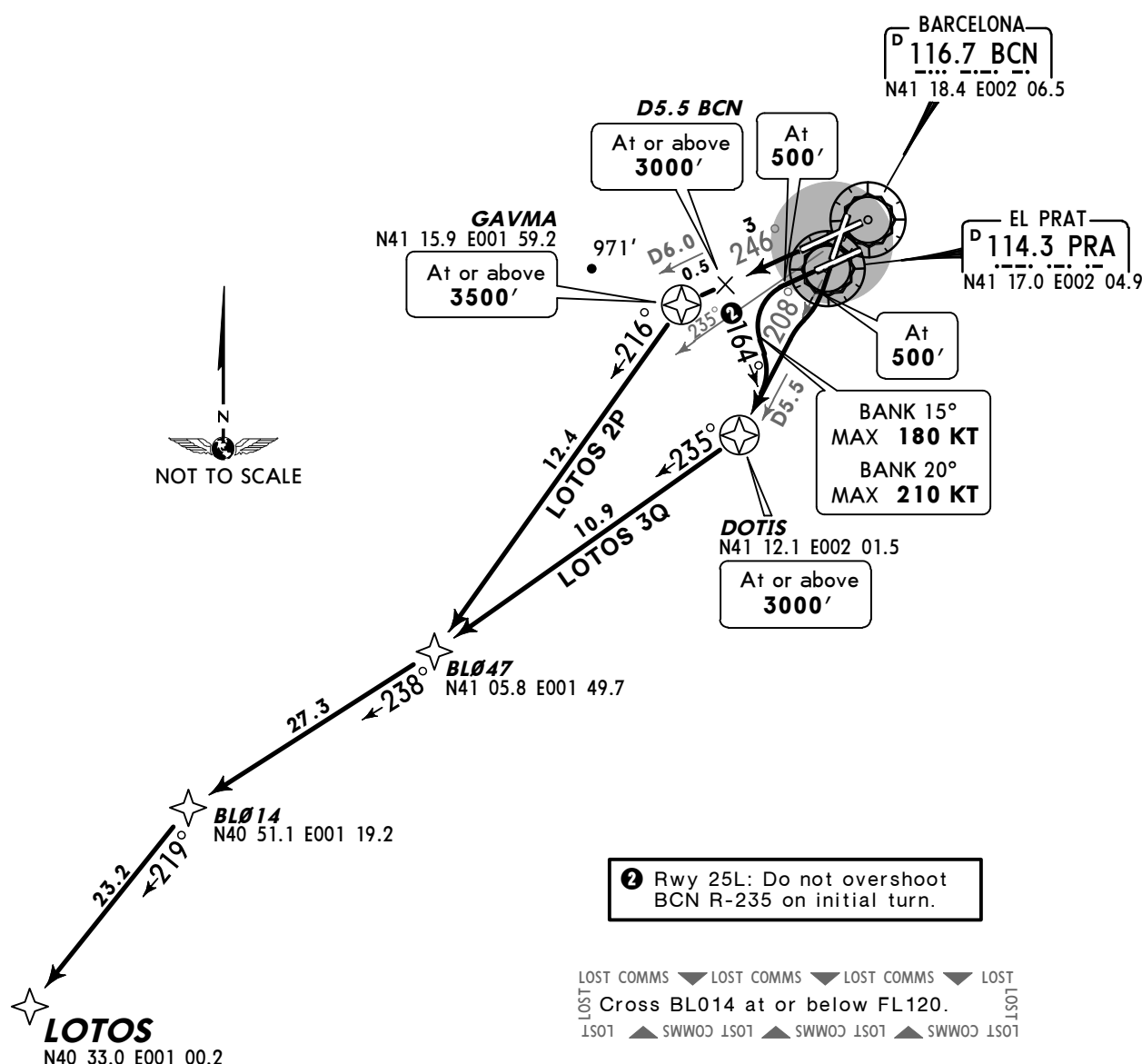
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

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

Initial ATC clearance:

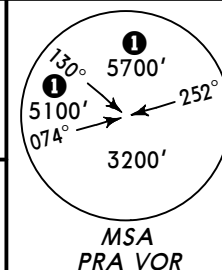
Climb and maintain **FL120** and request flight level change enroute

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.

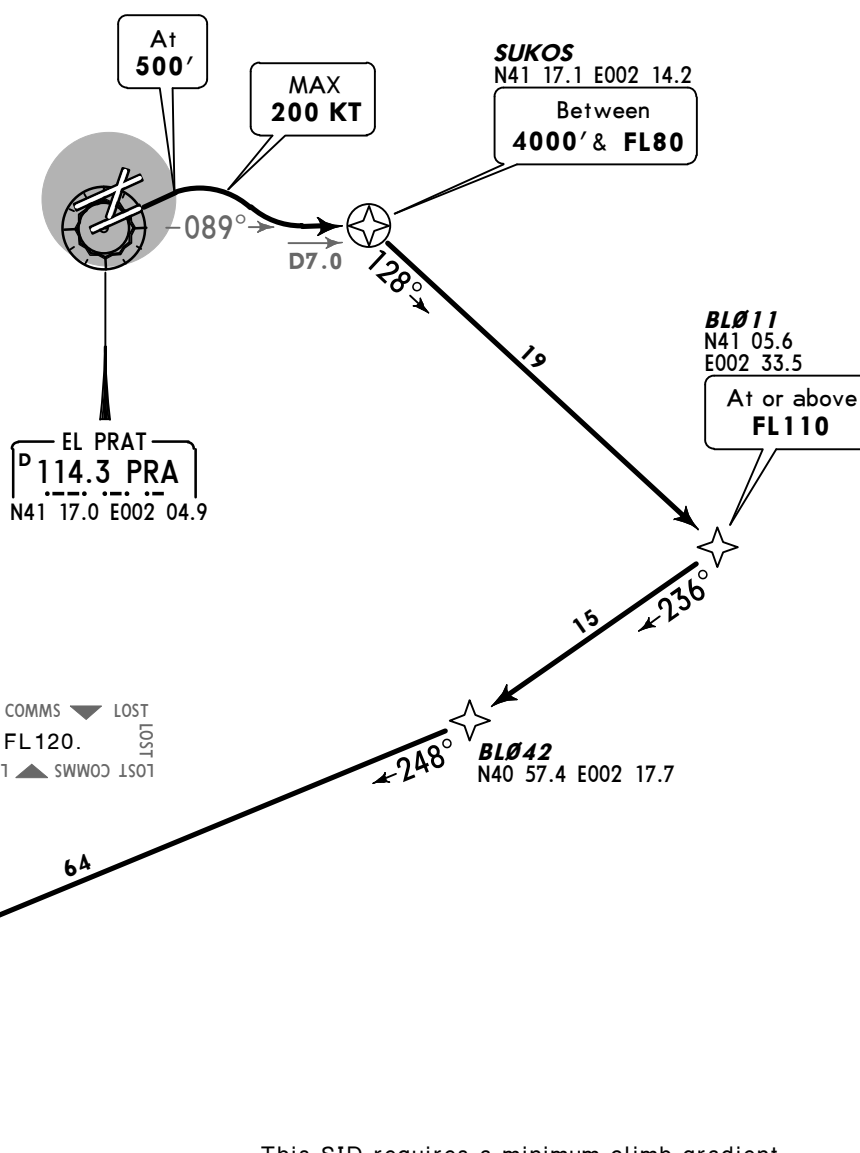


① 4300' within 15 NM

LOTOS TWO ROMEO (LOTOS 2R) [LOTO2R]

RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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

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

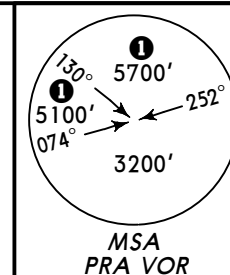
Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL011, then to BL042, then to LOTOS.

Apt Elev
14'

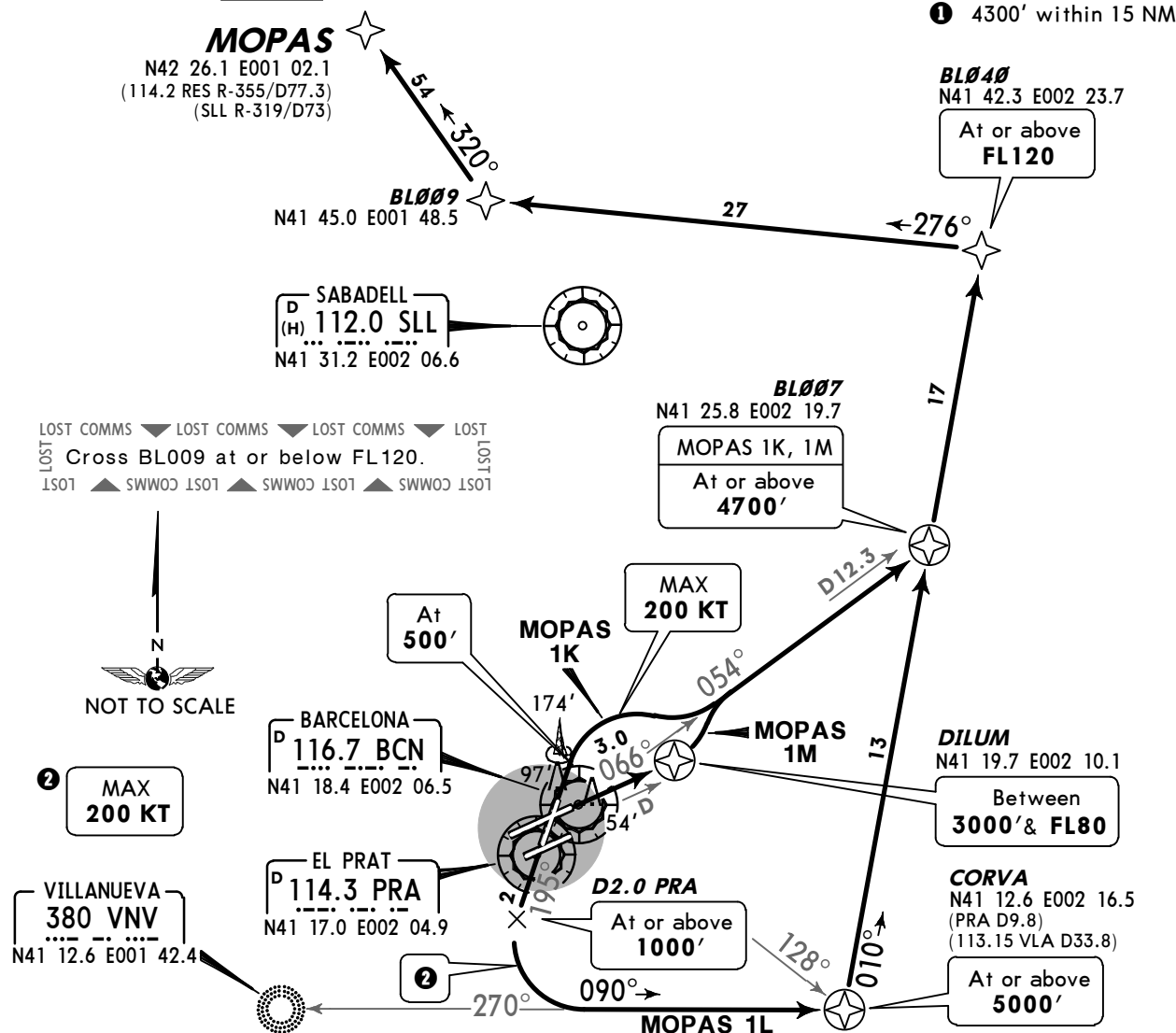
Trans level: By ATC Trans alt: 6000'

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

**MOPAS ONE KILO (MOPAS 1K) [MOPA1K]
MOPAS ONE LIMA (MOPAS 1L) [MOPA1L]
MOPAS ONE MIKE (MOPAS 1M) [MOPA1M]
RWYS 02, 20, 07L RNAV DEPARTURES
BRNAV APPROVAL REQUIRED**

SPEED: MAX 250 KT BELOW FL100

① 4300' within 15 NM



These SIDs require minimum climb gradients of

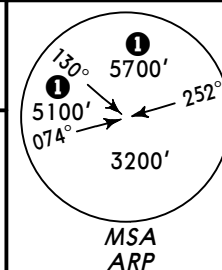
MOPAS 1K: 5% up to 1500'.
MOPAS 1M: 5.7% up to 1800'.

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
MOPAS 1K	02 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 MOPAS.
MOPAS 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 MOPAS.
MOPAS 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 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

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

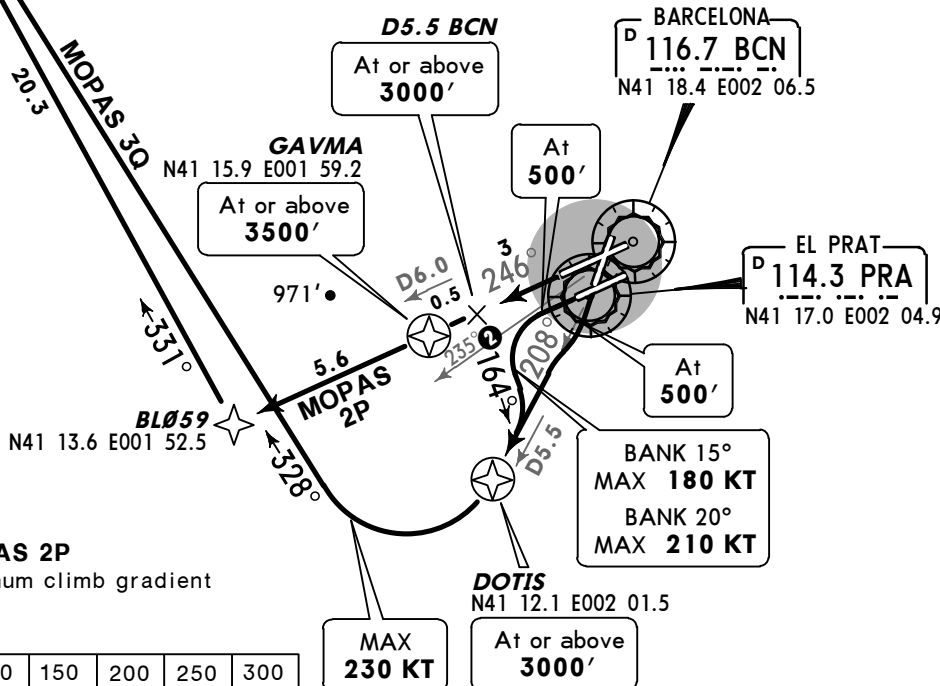
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES

~~SPEED~~ MAX 250 KT UNTIL FL100

MOPAS
N42 26.1 E001 02.1

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL055 at or below FL120.
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST② Rwy 25L: Do not overshoot
BCN R-235 on initial turn.

BL055
N41 31.4 E001 39.4
At or above
FL120

**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:

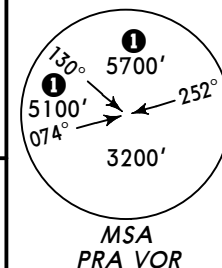
Climb and maintain **FL120** and request flight level change enroute

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'

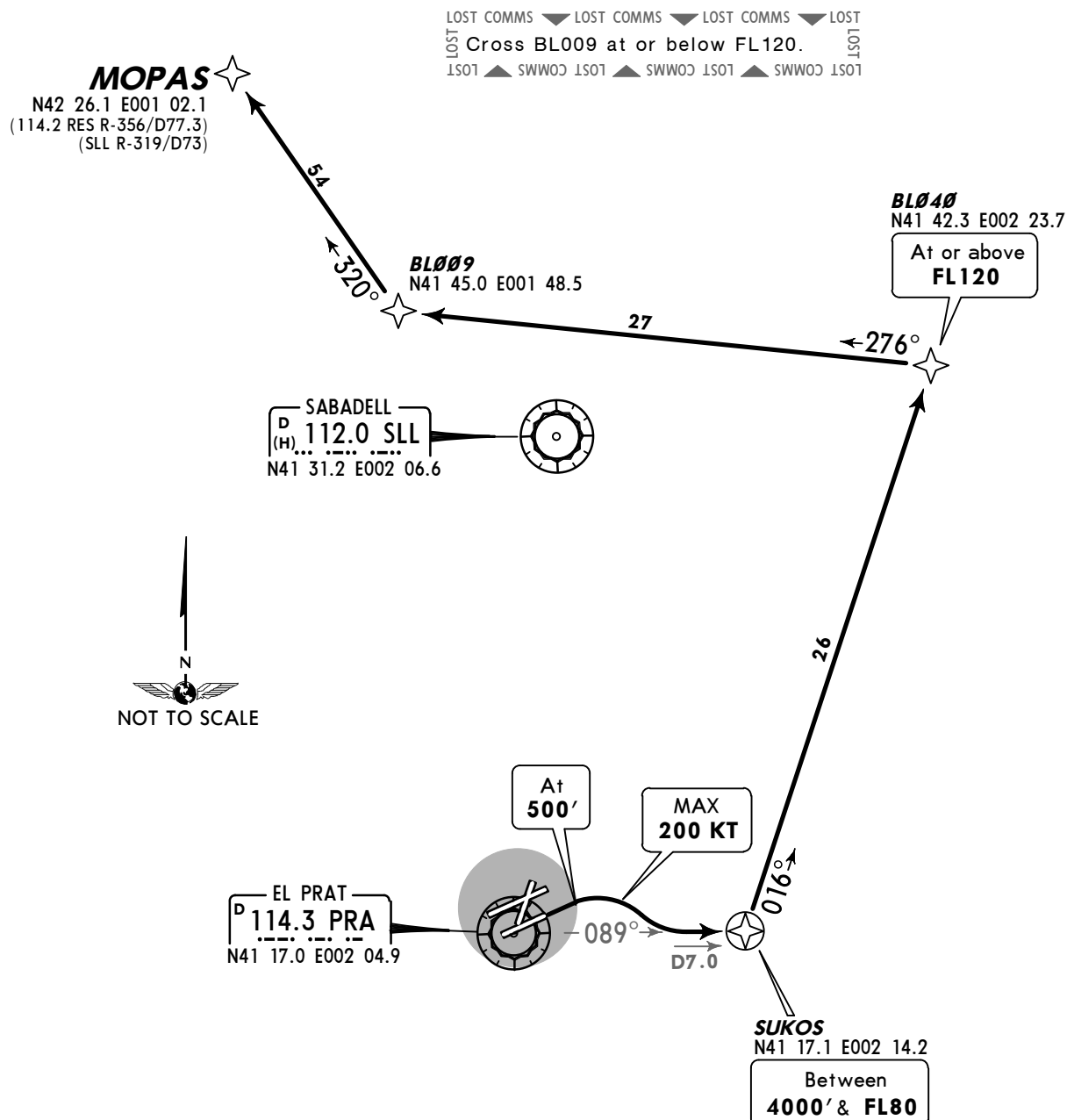
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



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**

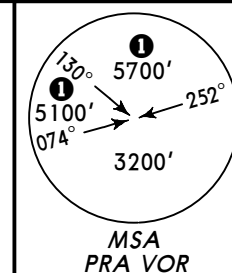
Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL040, then to BL009, then to MOPAS.

Apt Elev
14'

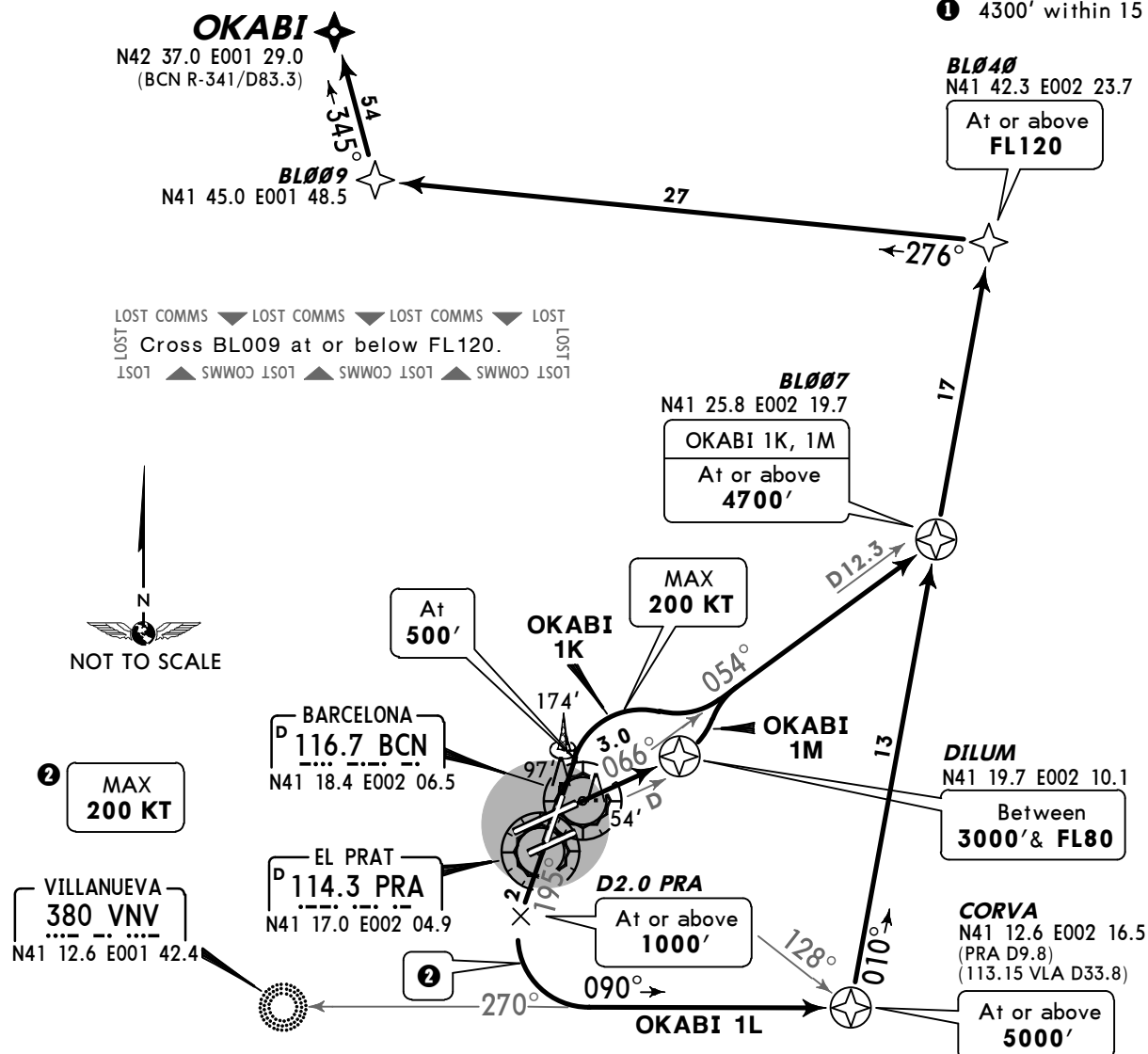
Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport Briefing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

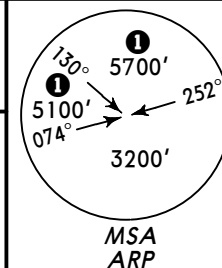
OKABI 1K: 5% up to 1500'.
OKABI 1M: 5.7% up to 1800'.

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 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.

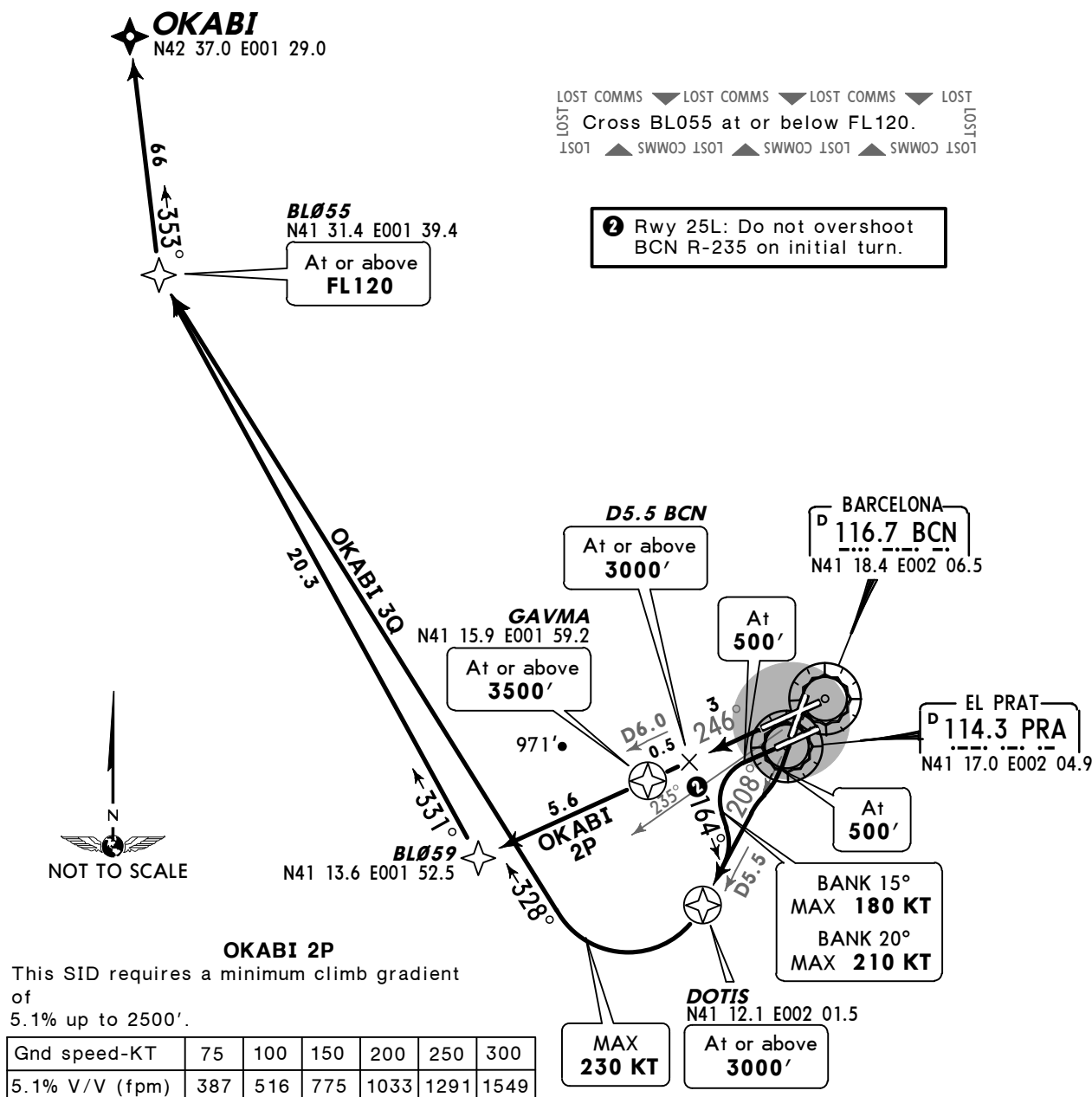
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

① 4300' within 15 NM

OKABI TWO PAPA (OKABI 2P) [OKAB2P]
OKABI THREE QUEBEC (OKABI 3Q) [OKAB3Q]
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:

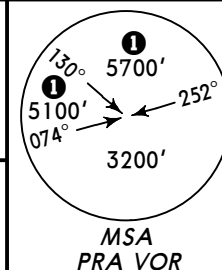
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
OKABI 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
OKABI 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	
OKABI 2P	GAVMA (3500'+) - BL059 - BL055 (FL120+) - OKABI.	
OKABI 3Q	DOTIS (3000'+; K230-) - BL055 (FL120+) - OKABI.	

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

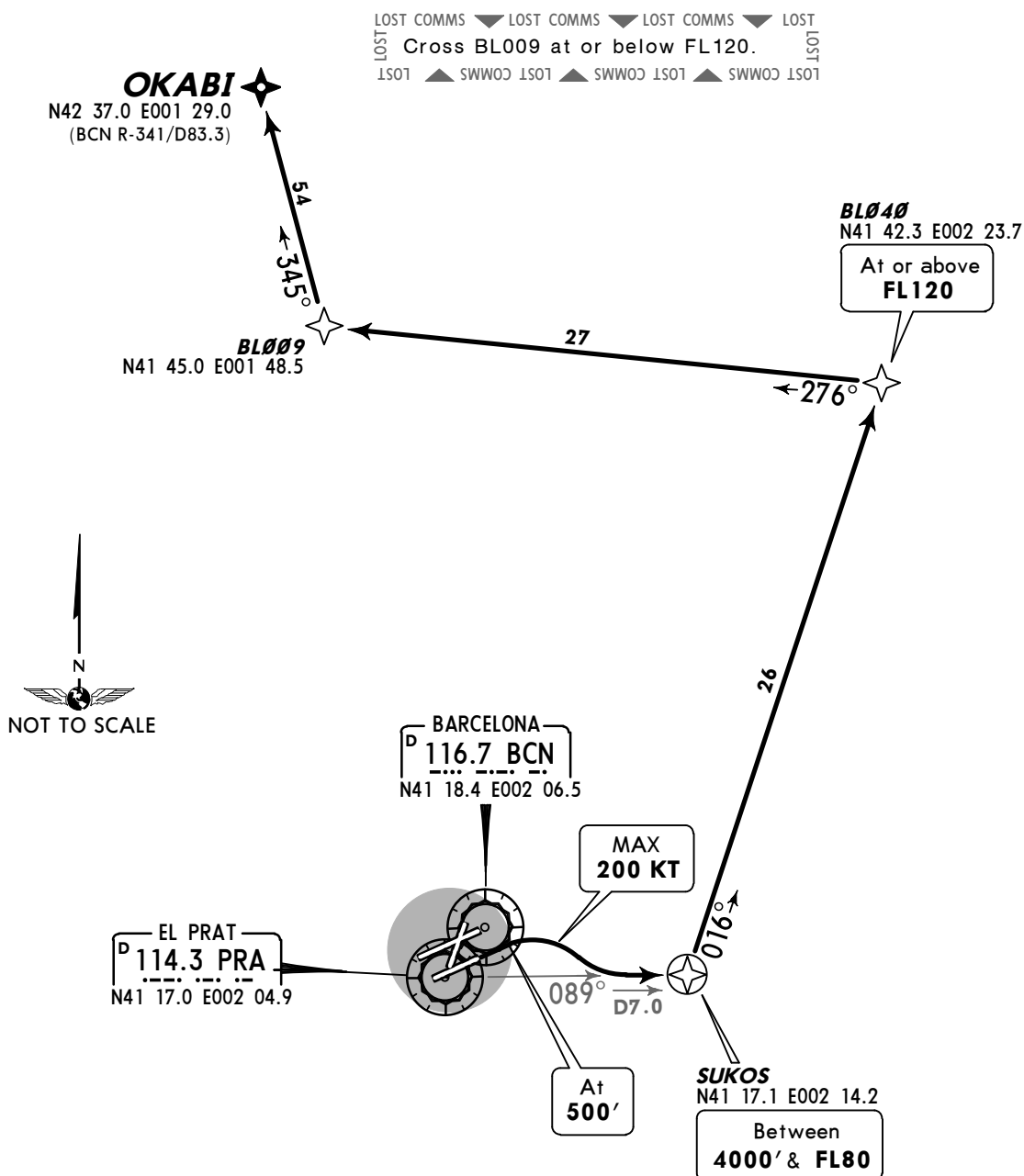
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



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.

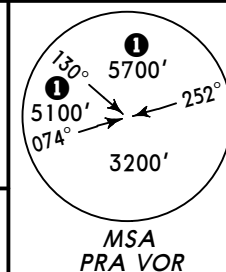
Apt Elev
14'

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.

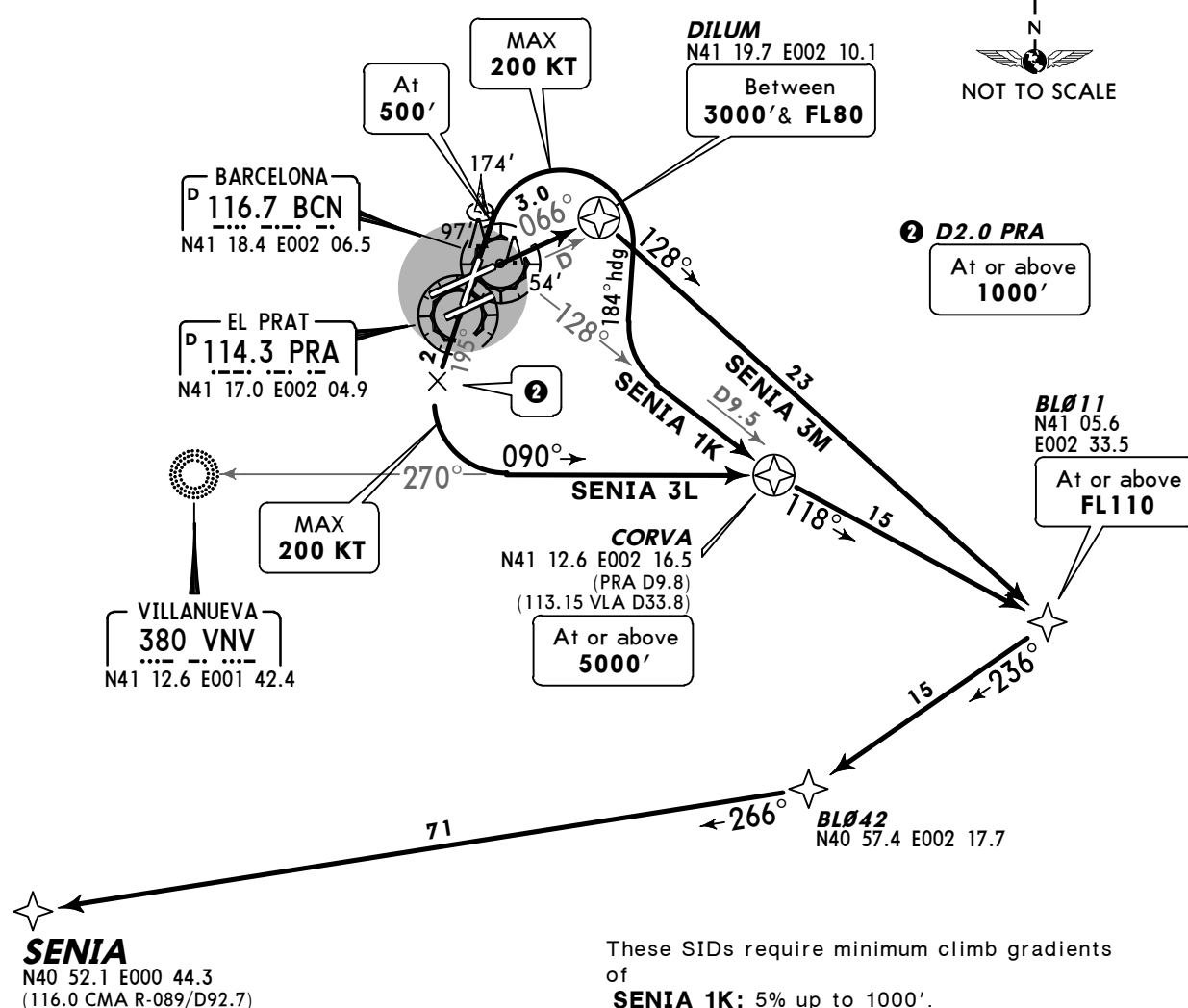
2. EXPECT close-in obstacles.

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'.

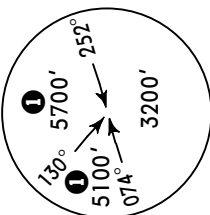
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
LOST Cross BL042 at or below FL120.
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

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
SENIA 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L	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 SENIA.
SENIA 3M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.

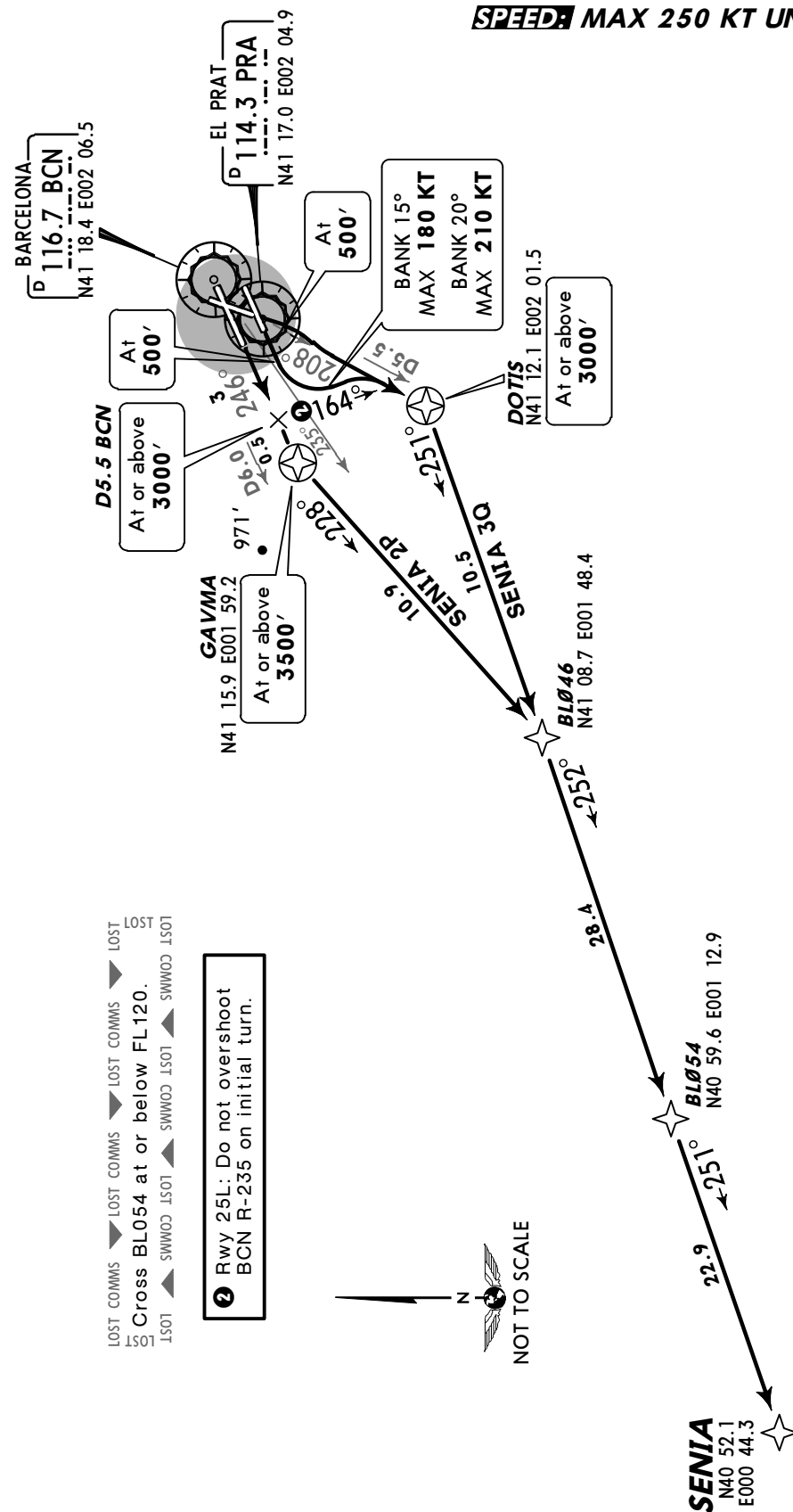
③ Turns before departure end of runway (DER) are not allowed.

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
4300' within 15 NMSENIA TWO PAPA (SENIA 2P) [SENI2P]
SENIA THREE QUEBEC (SENIA 3Q) [SENI3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

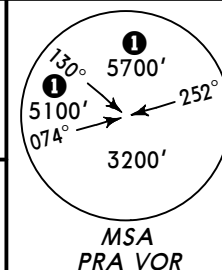
~~SPEED~~ MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
INITIAL CLIMB	
SENIA 2P	25R
SENIA 3Q	20
	25L
ROUTING	
SENIA 2P	GAVMA (3500'+) - BL046 - BL054 - SENIA.
SENIA 3Q	DOTIS (3000'+) - BL046 - BL054 - SENIA.

Apt Elev
14'

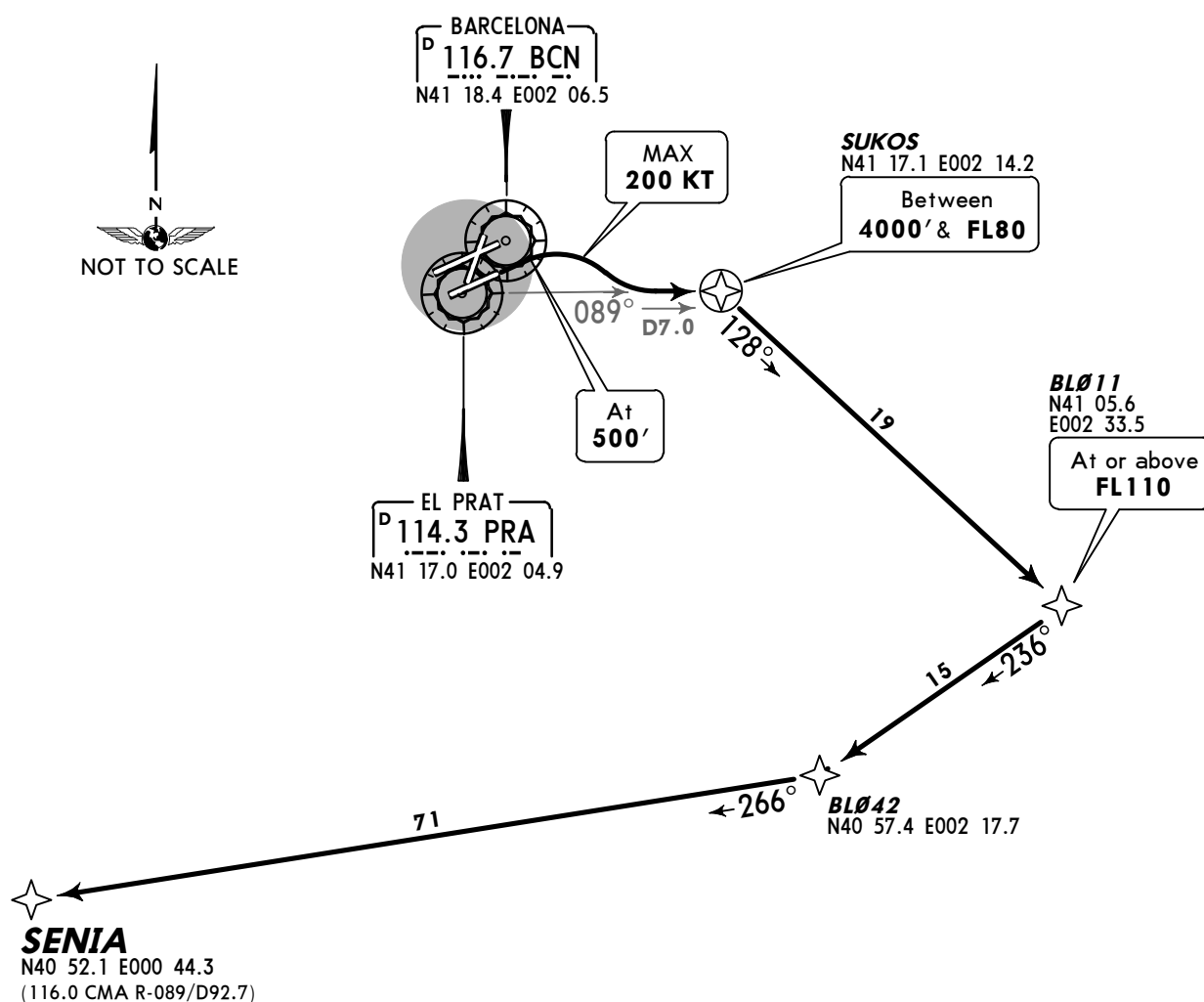
Trans level: By ATC Trans alt: 6000'

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

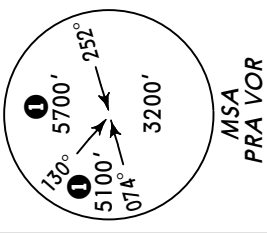
INITIAL CLIMB/ROUTING

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.
LSOT ➤ SWW03 LSOT ➤ SWW03 LSOT ➤ SWW03 LSOT

DILUM
N41 19.7 E002 10.1Between
3000' & FL80MAX
200 KTAt
500'BARCELONA
P 116.7 BCN
N41 18.4 E002 06.5EL PRAT
P 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)CORVA
N41 12.6 E002 16.5
(PRA D9.8)
(113.15 VLA D33.8)At or above
1000'At or above
5000'VERSO 1M
N41 18.8 E002 37.3VERSO 1K
N41 18.8 E002 37.3VERSO 1L
N41 12.6 E002 16.5
(PRA D9.8)
(113.15 VLA D33.8)CORVA
N41 12.6 E002 16.5
(PRA D9.8)
(113.15 VLA D33.8)

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

These SIDs require minimum climb gradients
of
VERSO 1K: 5% up to 1000'.
VERSO 1M: 5.7% up to 1800'.

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

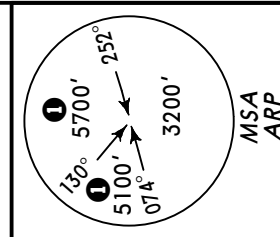
SID	RWY	INITIAL CLIMB/ROUTING
VERSO 1K	02	Climb on runway heading to 500', turn RIGHT, intercept PRA R-086 to BL051 (D24.5 PRA), then to BL037, then to VERSO.
VERSO 1L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL051, then to BL037, then to VERSO.
VERSO 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL051, then to BL037, then to VERSO.

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.

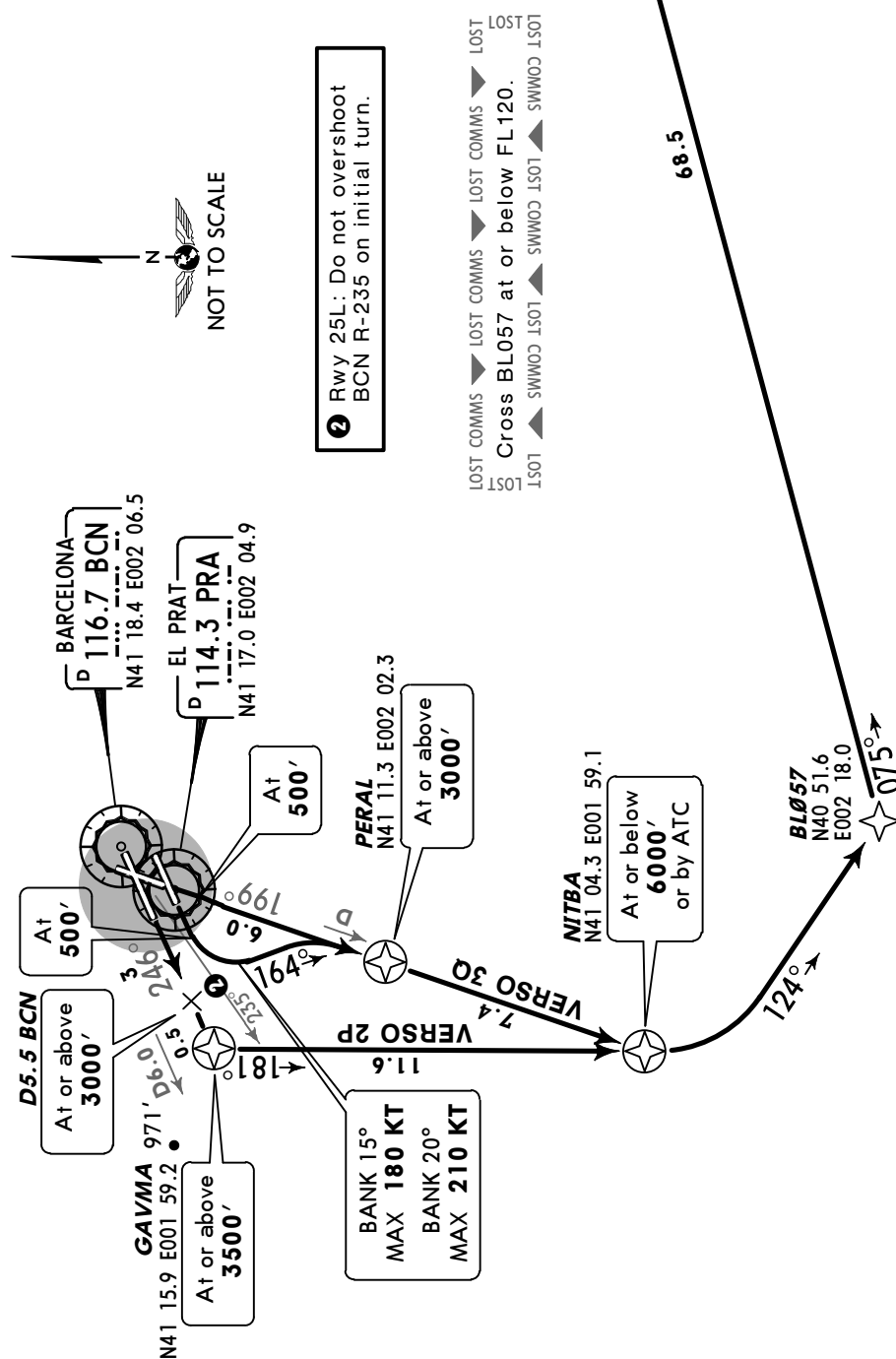
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES
SPEED: MAX 250 KT UNTIL FL100



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).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, 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.	



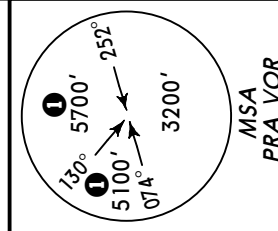
Apt Elev
14'

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.

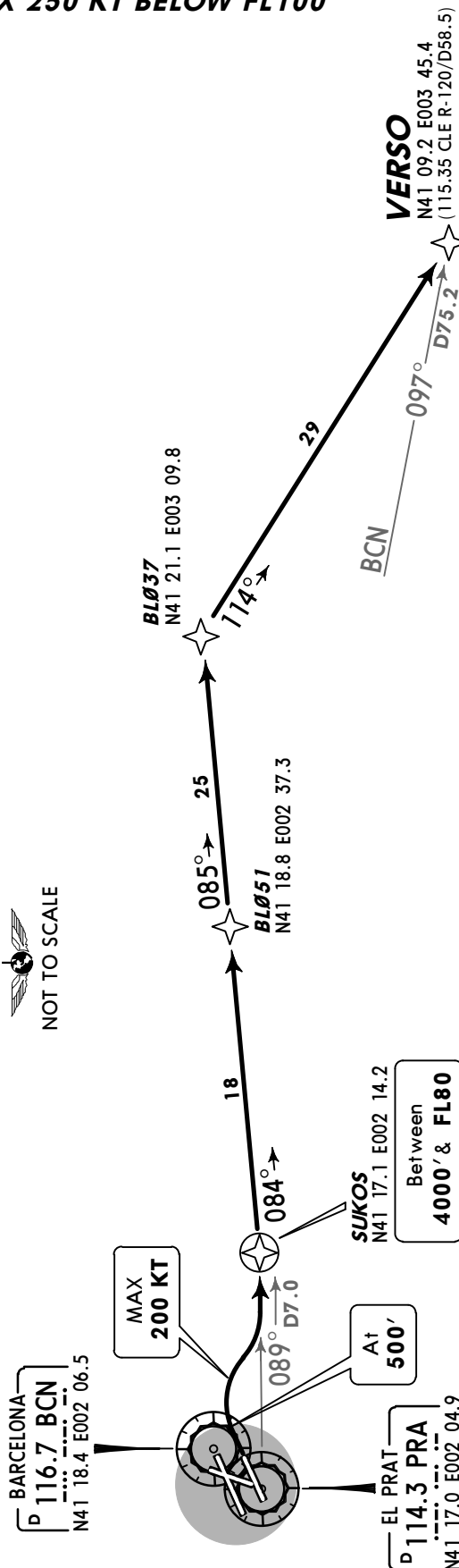
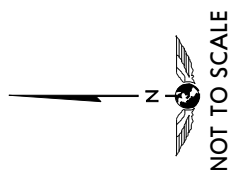
**VERSO TWO ROMEO (VERSO 2R) [VERS2R]
RWY 07R RNAV DEPARTURE**

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

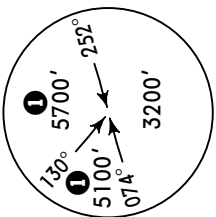
Turns before departure end of runway (DER) are not allowed.

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.

Trans level: By ATC Trans alt: 6000'

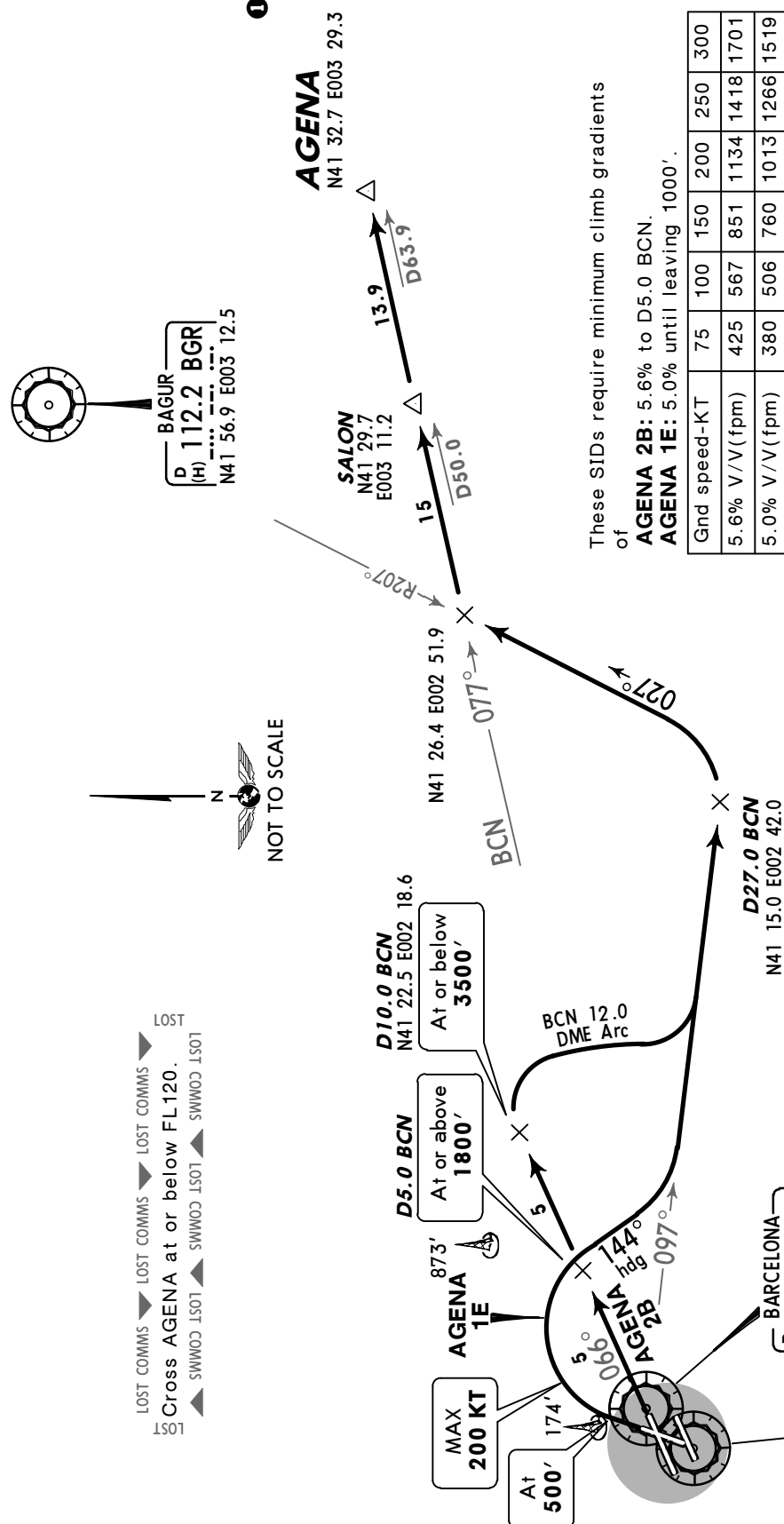
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



MSA
PRA VOR

1 4300' within 15 NM

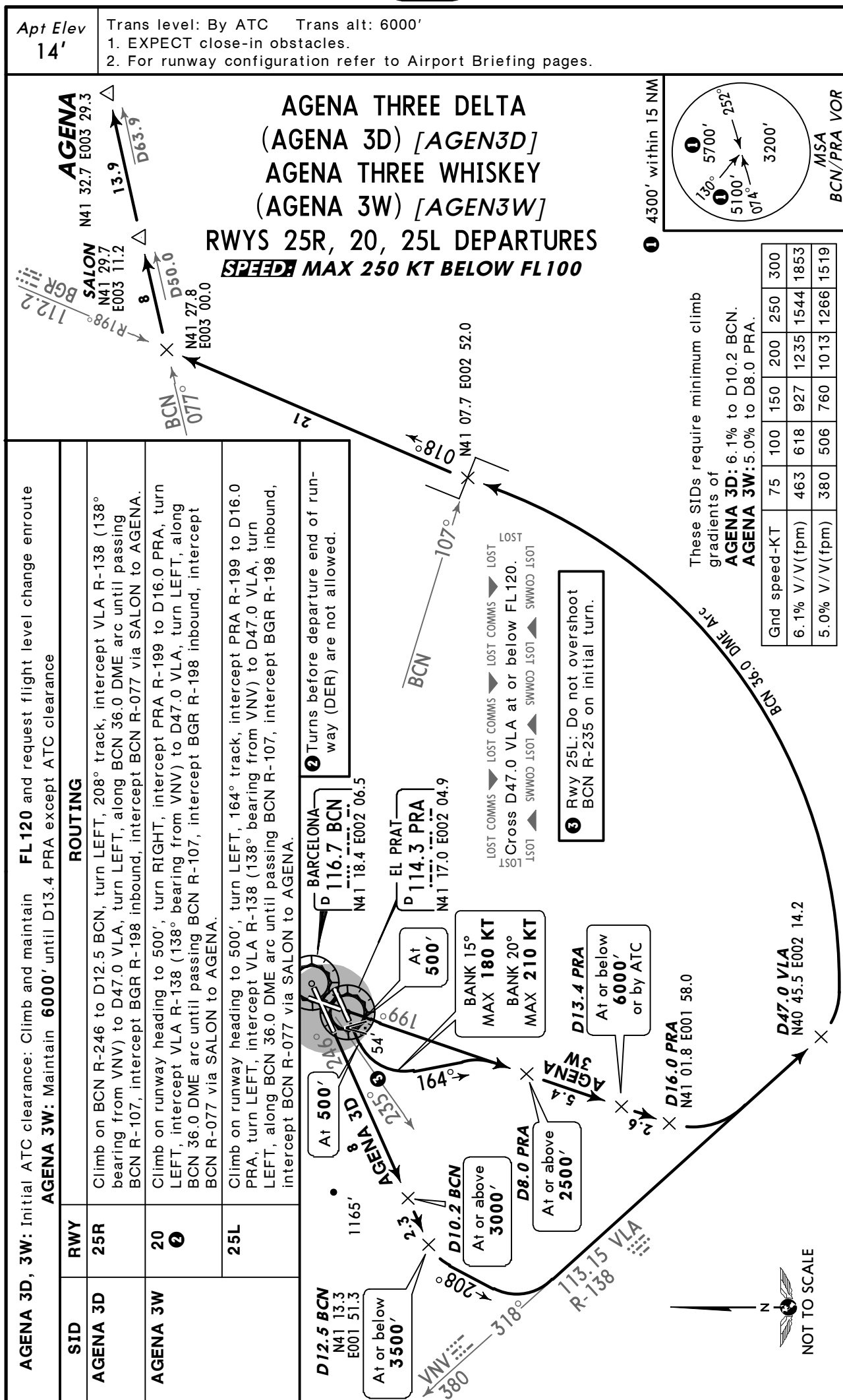
AGENA TWO BRAVO (AGENA 2B) [AGEN2B]
AGENA ONE ECHO (AGENA 1E) [AGEN1E]
RWYS 07L, 02 DEPARTURES
SPEED: MAX 250 KT BELOW FL100



Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
AGENA 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-077 via SALON to AGENA.
AGENA 1E	02 ②	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.

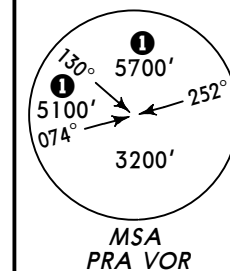


Apt Elev
14'

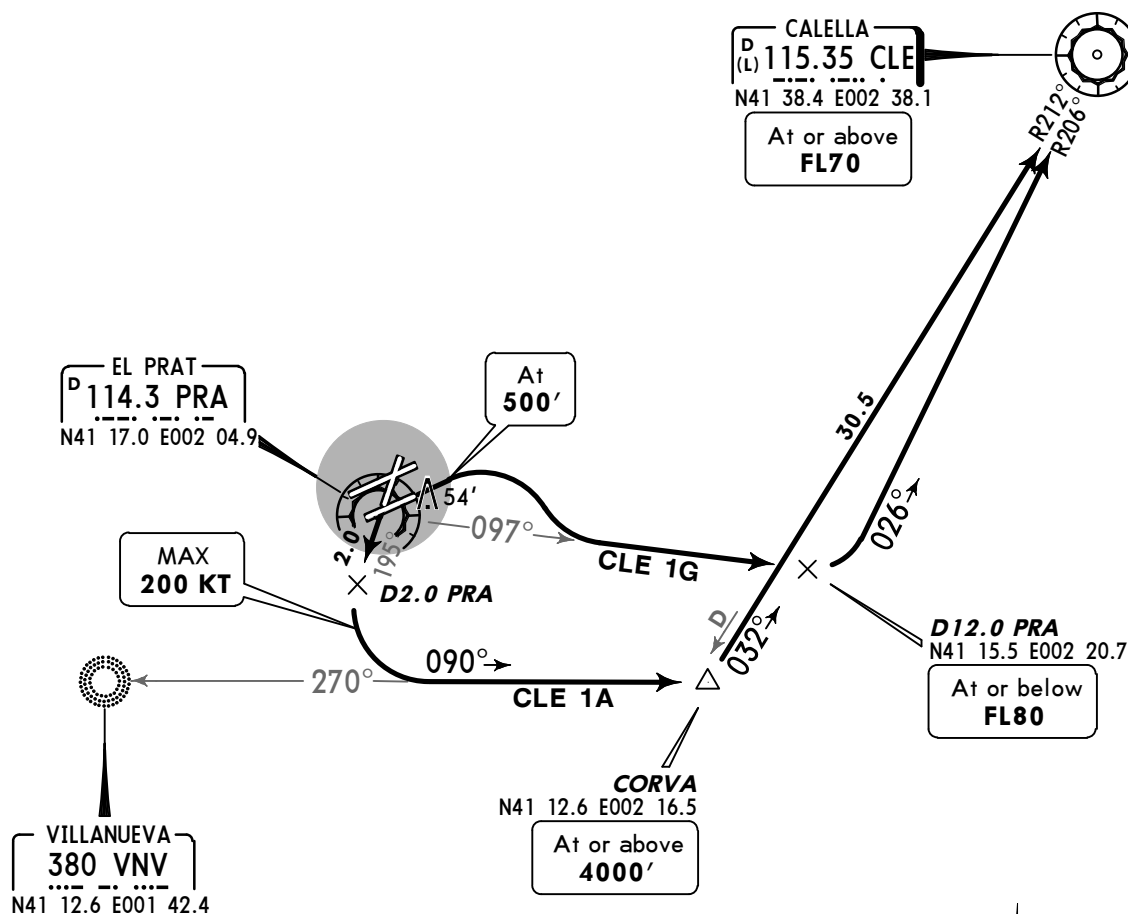
Trans level: By ATC Trans alt: 6000'

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

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



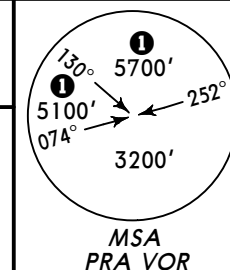
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
CLE 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 CLE.
CLE 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 CLE.

Apt Elev
14'

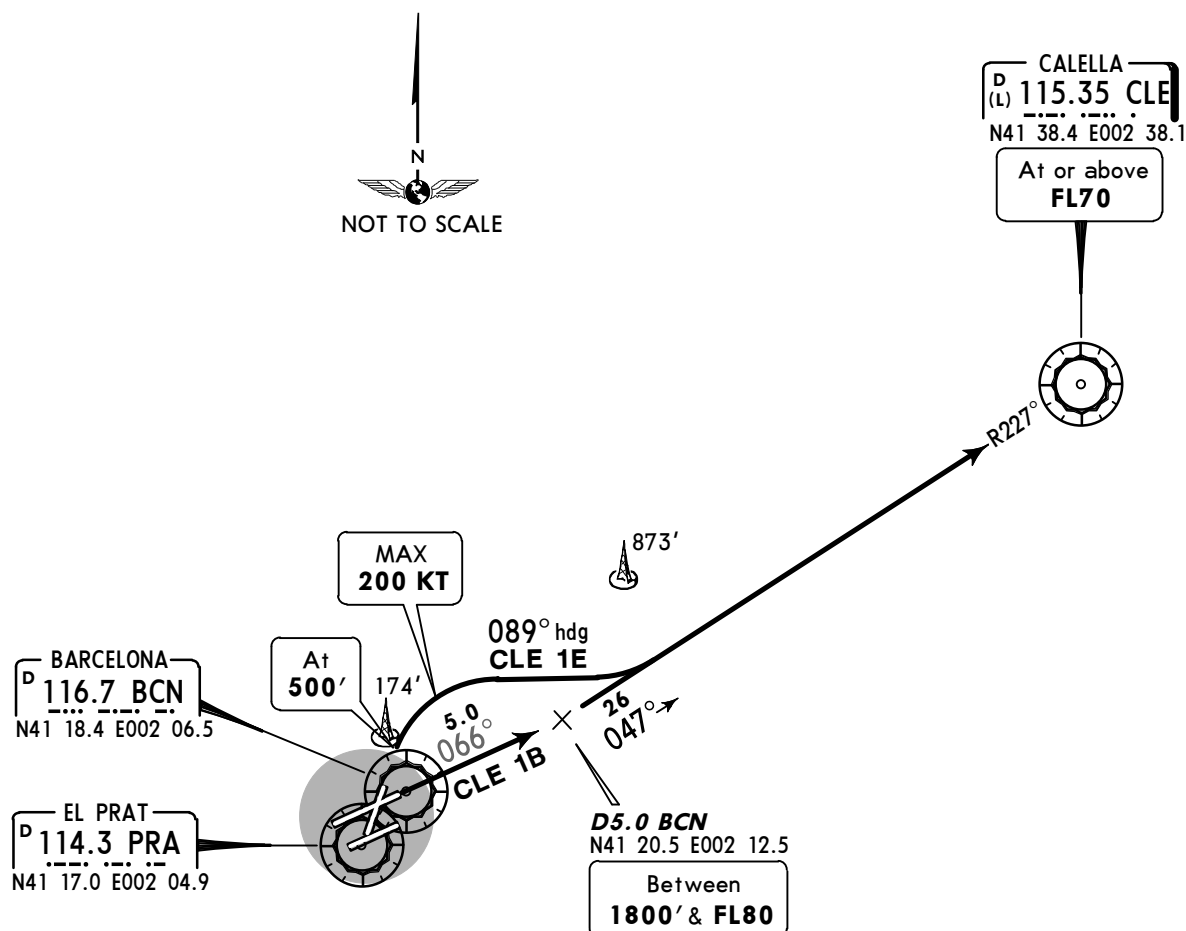
Trans level: By ATC Trans alt: 6000'

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'.

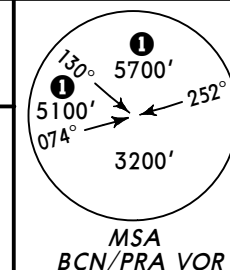
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial ATC clearance:

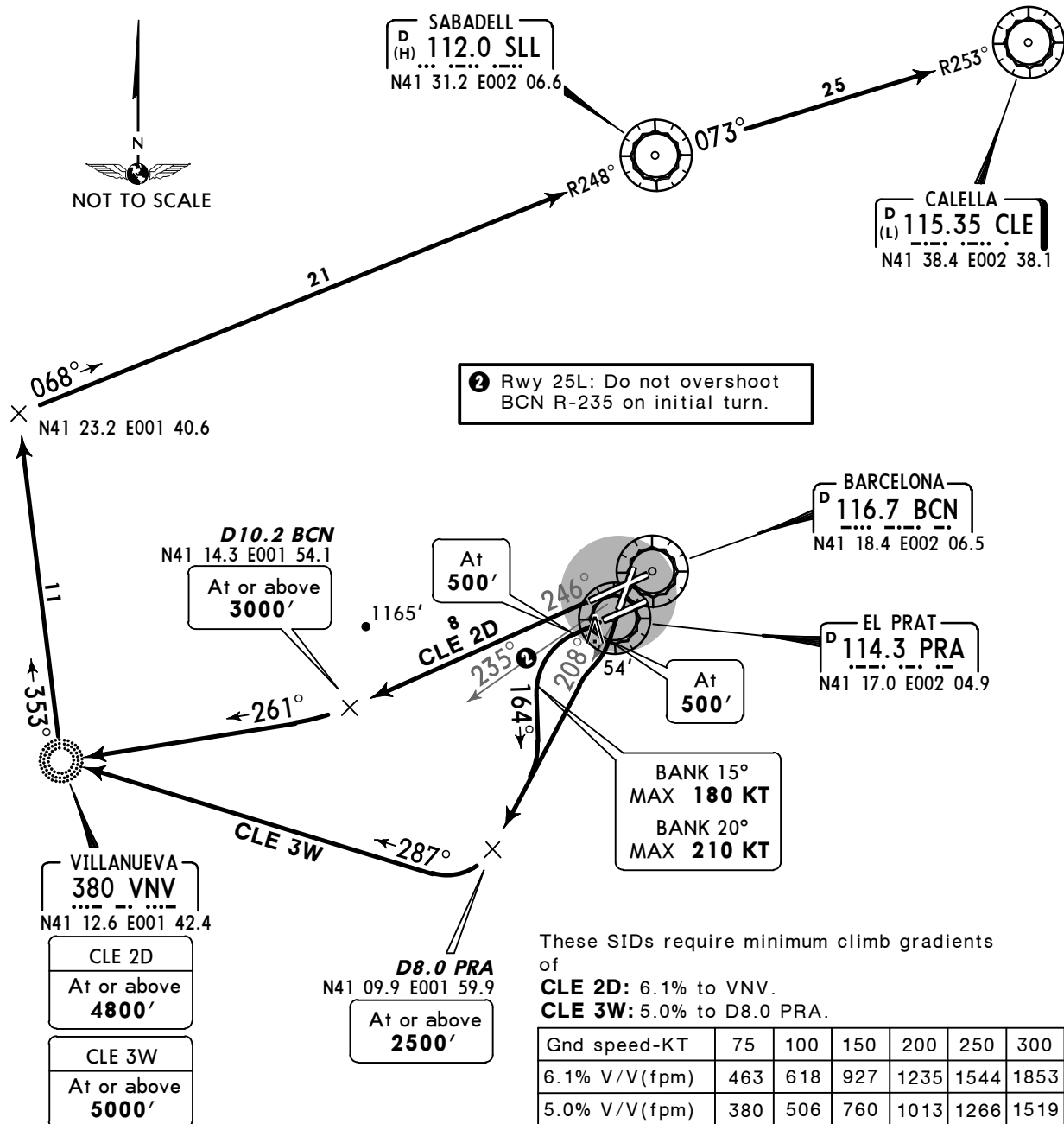
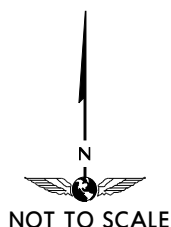
Climb and maintain **FL120** and request flight level change enroute

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 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

Initial ATC clearance:

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

SID	RWY	ROUTING
CLE 2D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.
CLE 3W	20 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.
	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, 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 11.8D533.3
N41 36.3
E002 58.6

R207°

BAGUR
N41 56.9
E003 12.5D 112.2 BGR
(H) N41 56.9
E003 12.5

BCN

065°

N41 36.3
E002 58.6DALIN ONE ALFA
(DALIN 1A) [DALI1A]DALIN ONE GOLF
(DALIN 1G) [DALI1G]

RWYS 20, 07R DEPARTURES

SPEED MAX 250 KT BELOW FL100

NOT TO SCALE

N41 12.6
E002 16.5CORVA
At or above
4000'DALIN 1A
N41 12.6 E002 16.5DALIN 1G
N41 12.6 E002 16.5DALIN 1A
N41 12.6 E002 16.5DALIN 1G
N41 12.6 E002 16.5DALIN 1A
N41 12.6 E002 16.5DALIN 1G
N41 12.6 E002 16.5DALIN 1A
N41 12.6 E002 16.5DALIN 1G
N41 12.6 E002 16.5DALIN 1A
N41 12.6 E002 16.5DALIN 1G
N41 12.6 E002 16.5

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

CALELLA

D 115.35 CLE

(L) N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1N41 38.4
E002 38.1LOST COMMS
Cross DALIN at or below FL120.
SWW03 JS01 SWW03 JS01 SWW03 JS01

BARCELONA

D 116.7 BCN

N41 18.4
E002 06.5N41 18.4
E002 06.5N41 18.4
E002 06.5N41 18.4
E002 06.5N41 18.4
E002 06.5

EL PRAT

D 114.3 PRA

N41 17.0
E002 04.9N41 17.0
E002 04.9N41 17.0
E002 04.9

VILLANUEVA

D 380 VNV

N41 12.6
E001 42.4N41 12.6
E001 42.4N41 12.6
E001 42.4

At 500'

At 500'

At 500'

At 500'

At 500'

D2.0 PRA

D2.0 PRA

D2.0 PRA

D2.0 PRA

D2.0 PRA

D12.0 PRA

D12.0 PRA

D12.0 PRA

D12.0 PRA

D12.0 PRA

D27.0 PRA

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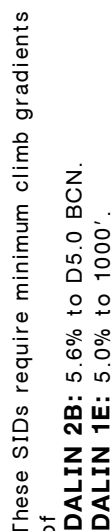
D27.0 PRA

D27.0 PRA

Trans level: By ATC Trans alt: 6000'

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

SPEED: MAX 250 KT BELOW FL100

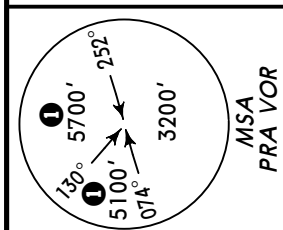


Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

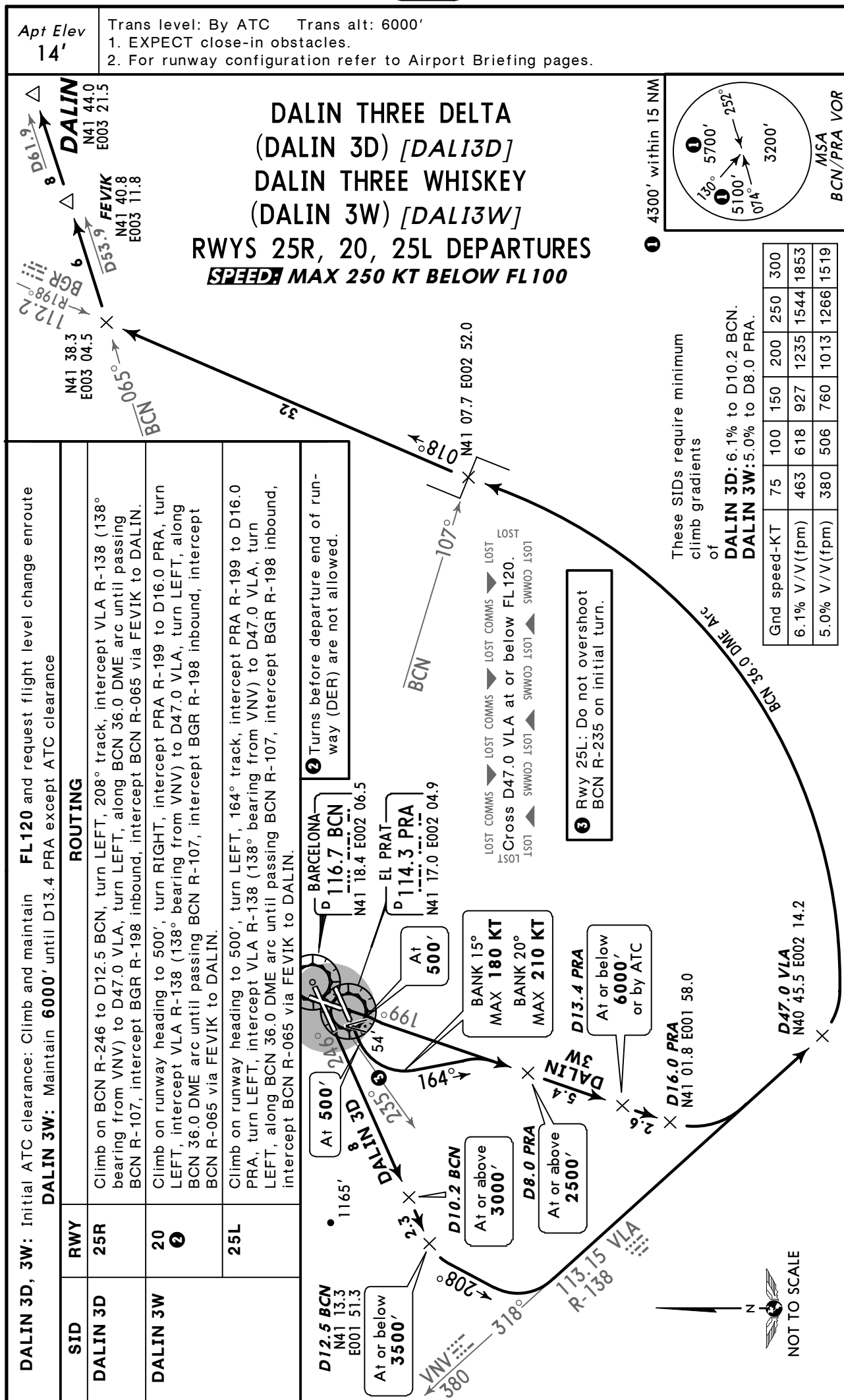
Initial ATC clearance:

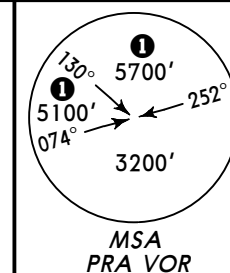
Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
DALIN 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN.
DALIN 1E	02 ②	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.		

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

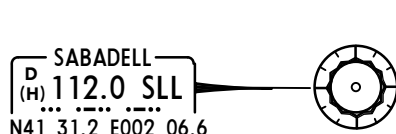
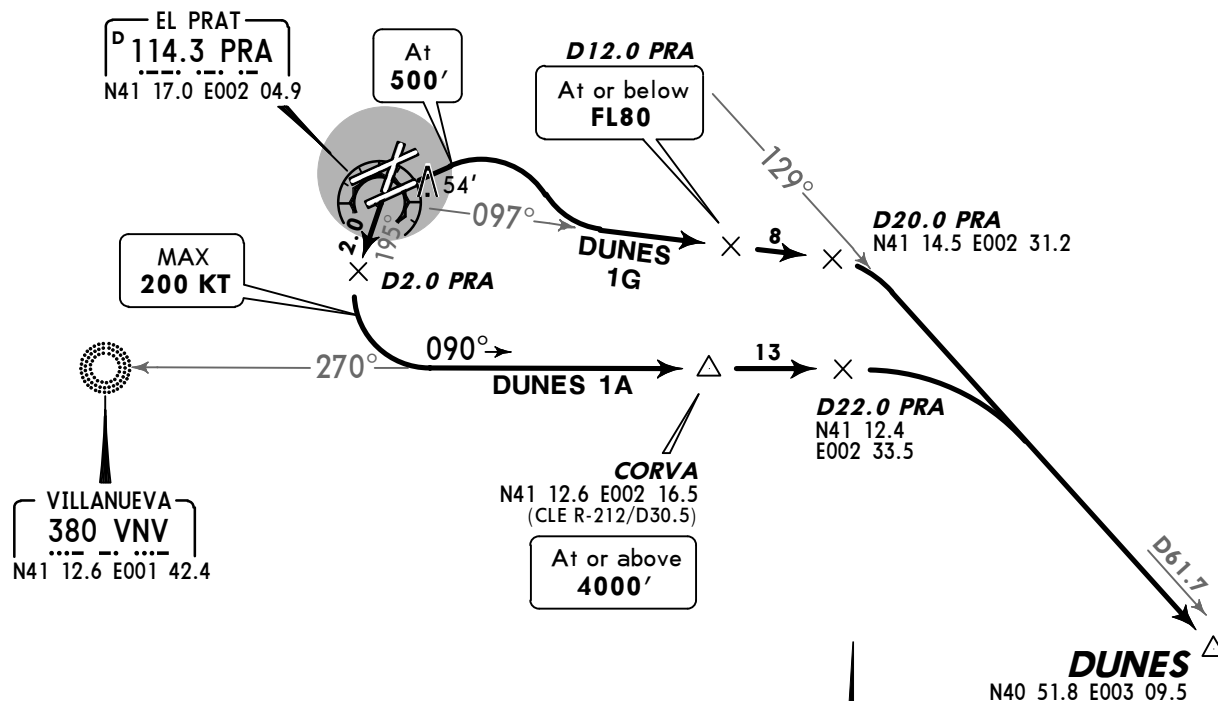


1 4300' within 15 NM



Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.**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.
▲ SSW03 1501 ▲ SSW03 1501 ▲ SSW03 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:

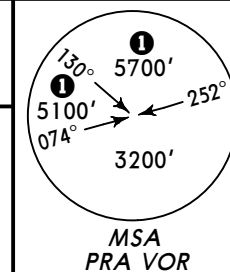
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
DUNES 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 DUNES.
DUNES 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 DUNES.

Apt Elev
14'

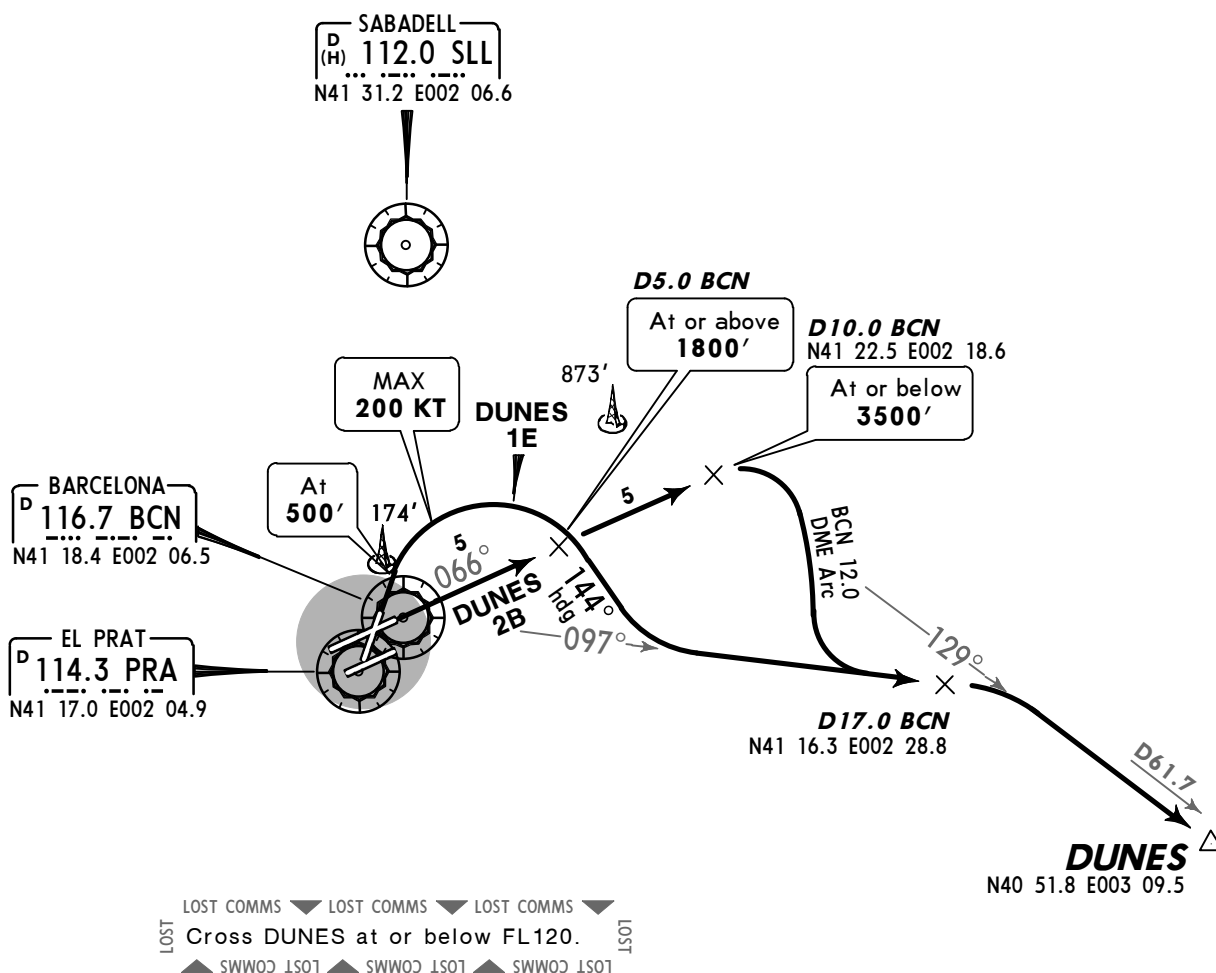
Trans level: By ATC Trans alt: 6000'

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
DUNES 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 DUNES.
DUNES 1E	02 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.

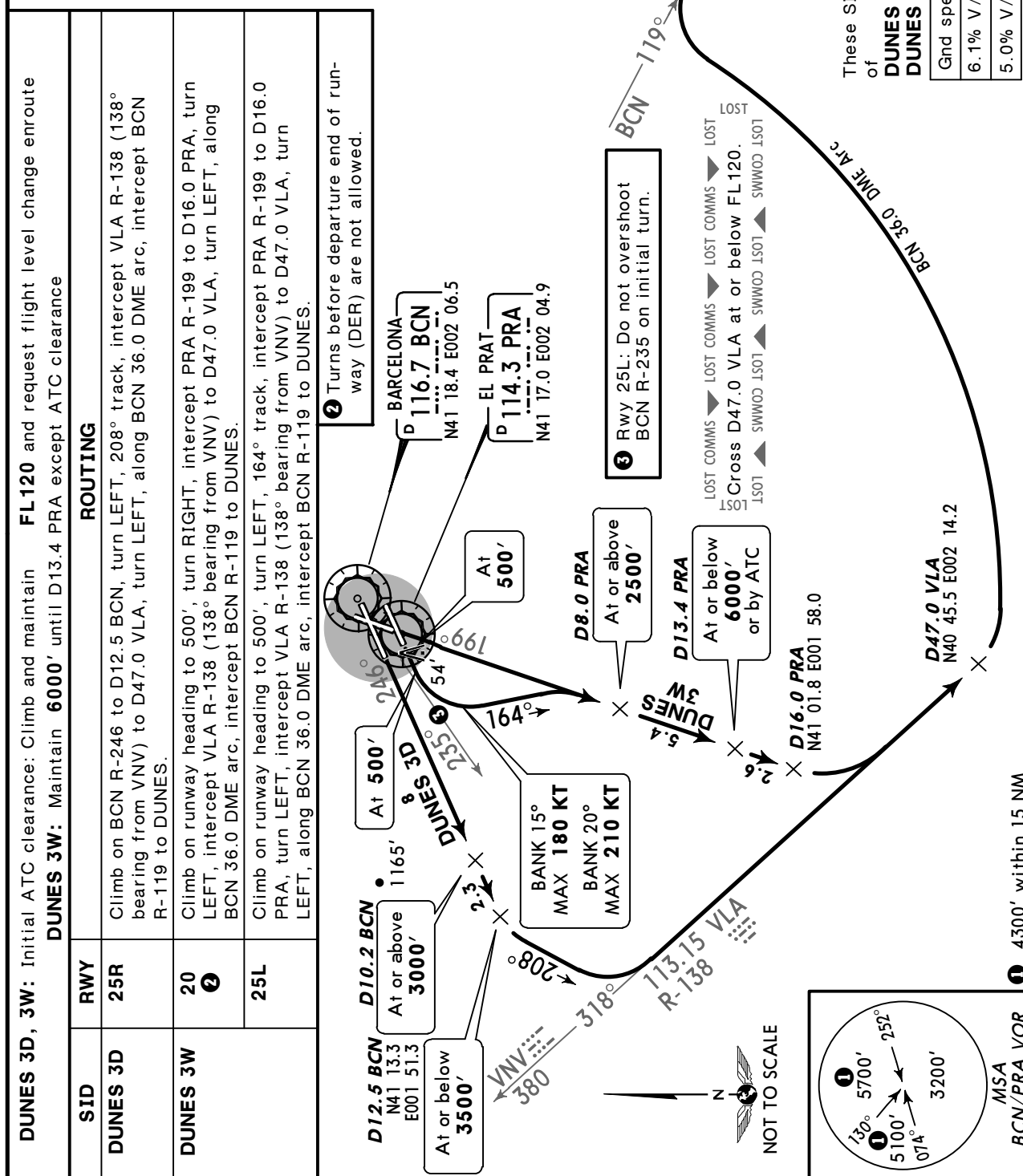
Trans level: By ATC Trans alt: 6000'

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

Grnd 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 **DUNES 3D: 6.1% to D10.2 BCN.**

Grnd 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

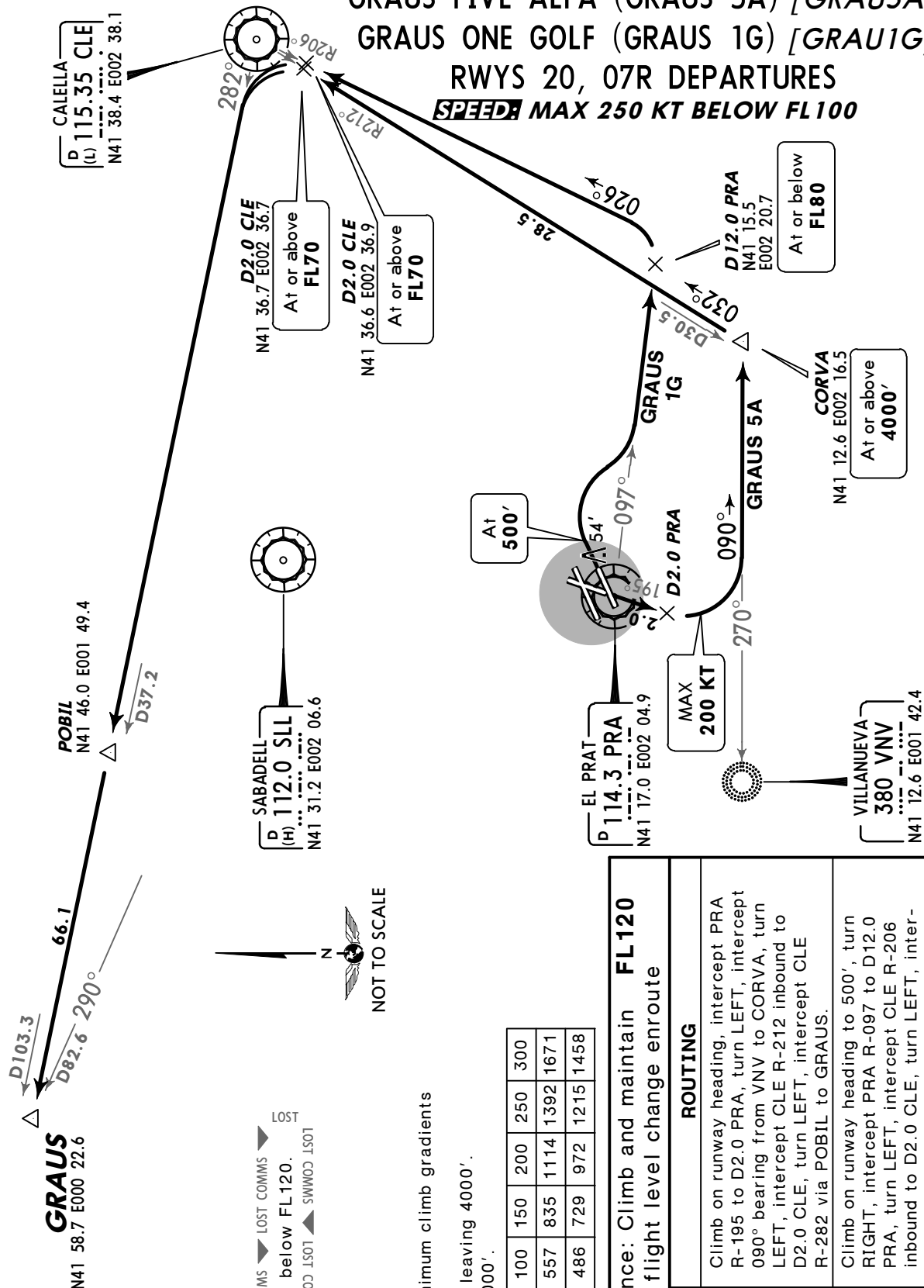


Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

GRAUS FIVE ALFA (GRAUS 5A) [GRAU5A]
GRAUS ONE GOLF (GRAUS 1G) [GRAU1G]
RWYS 20, 07R DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

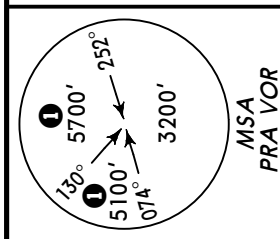
GRAUS 5A: 5.5% until leaving 4000'.

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

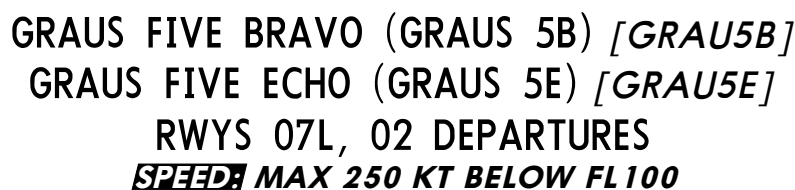
SID	RWY	ROUTING
GRAUS 5A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.
GRAUS 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept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



① 4300' within 15 NM

LOST COMMS ► LOST COMMS ► LOST COMMS
Cross POBIL at or below FL120.
LOST COMMS ► SWWOC 1501 ► SWWOC 1501 ► SWWOC 1501

2. For runway configuration refer to Airport Briefing pages.



NOT TO SCALE

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

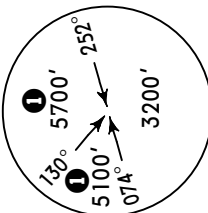
ROUTING

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

Apt Elev
14'

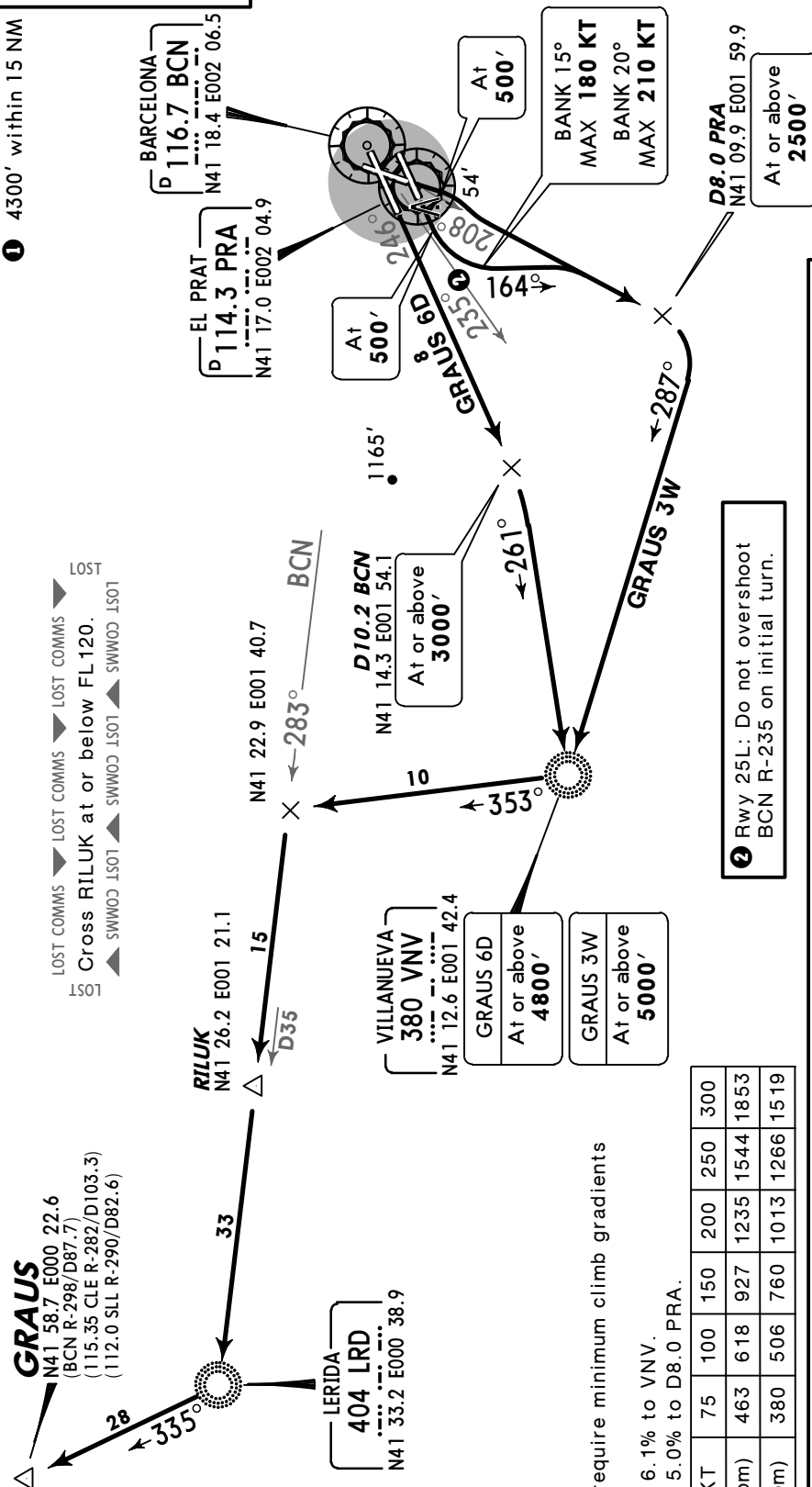
Trans level: By ATC Trans alt: 6000'

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

MSA
BCN/PRA VOR

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 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 LD, 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 LD, turn RIGHT, 335° bearing to GRAUS.

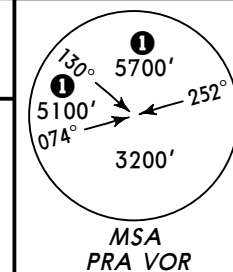
③ Turns before departure end of runway (DER) are not allowed.

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

Trans level: By ATC Trans alt: 6000'

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

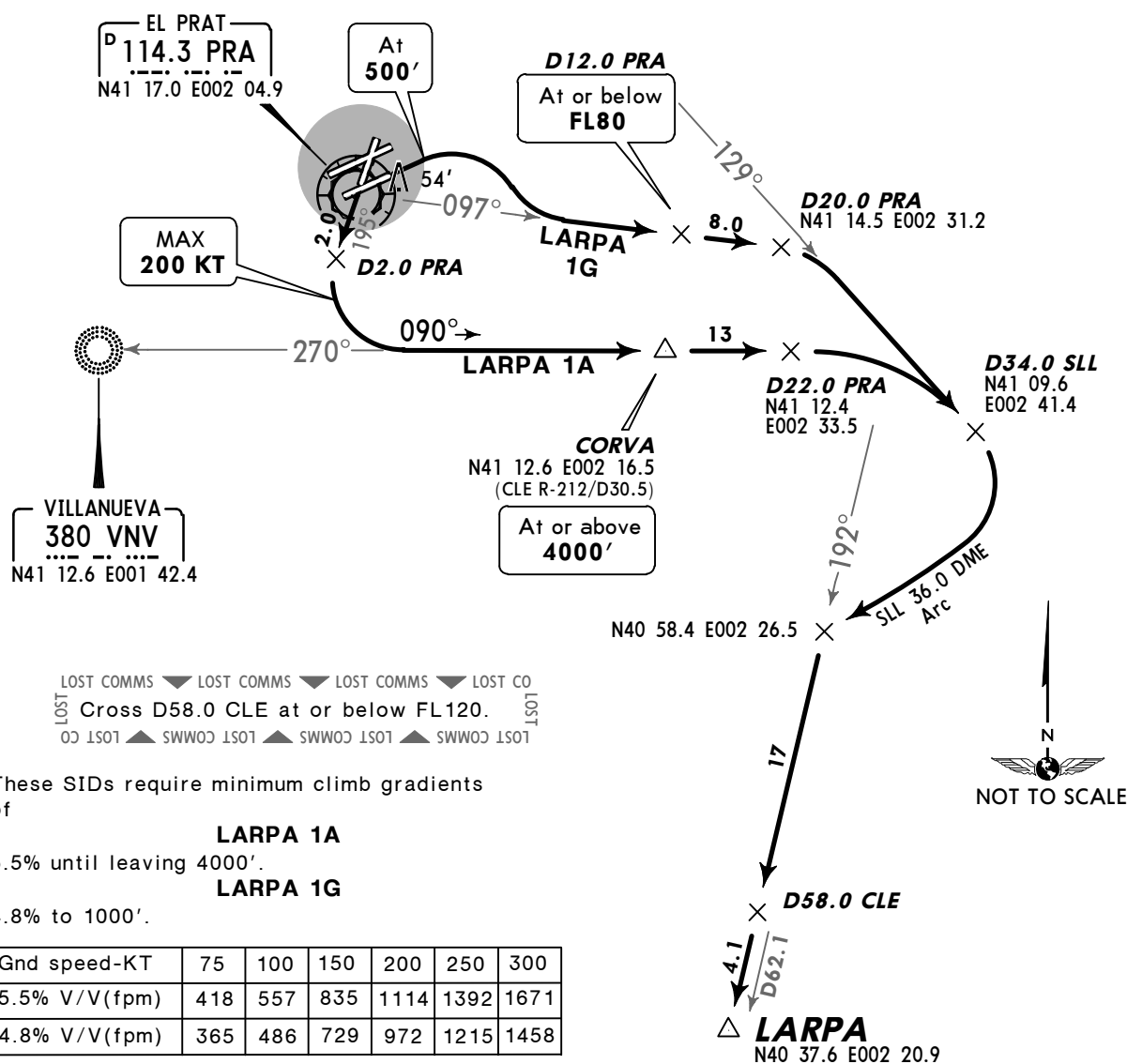


① 4300' within 15 NM

SABADELL
D
(H) 112.0 SLL
... ..
N41 31.2 E002 06.6



CALELLA
D
(L) 115.35 CLE
N41 38.4 E002 38.1



5.5% until leaving 4000'.
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

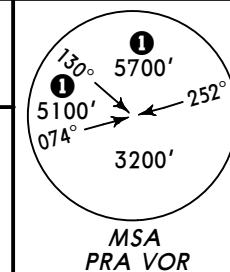
SID	RWY	ROUTING
LARPA 1A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA.
LARPA 1G	07R	Climb on runway heading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

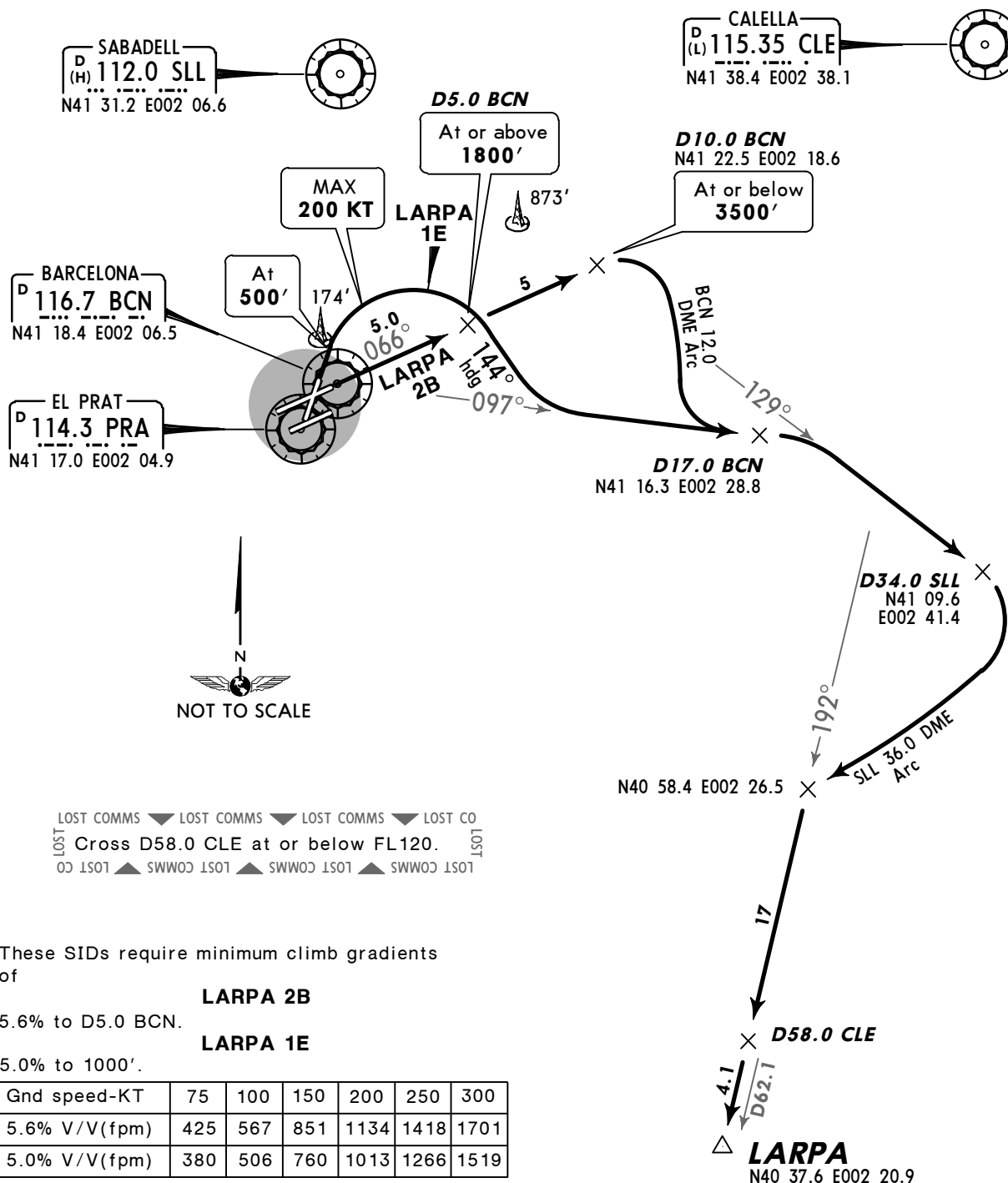
2. For runway configuration refer to Airport Briefing pages.



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:

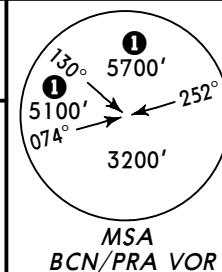
Climb and maintain **FL120** and request flight level change enroute

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 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.

Trans level: By ATC Trans alt: 6000'

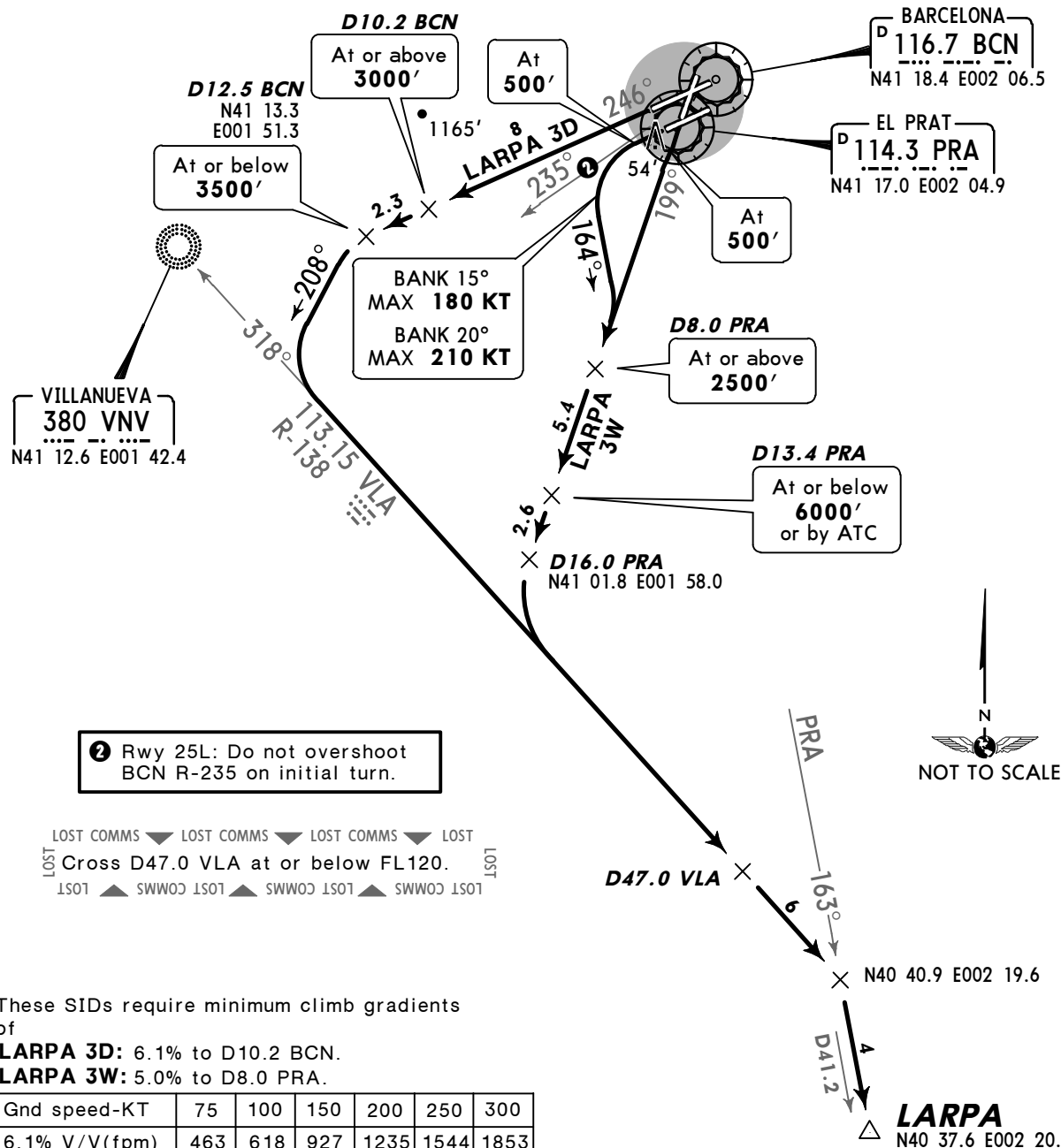
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
114.3 PRA
1 17.0 E002 04.9



LARPA 3D: 6.1% to D10.2 BCN.
LARPA 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

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

SID	RWY	ROUTING
LARPA 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.
LARPA 3W	20 ③	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), intercept PRA R-163 to LARPA.
	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), intercept PRA R-163 to LARPA.

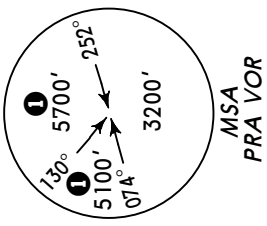
③ Turns before departure end of runway (DER) are not allowed.

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.



LOBAR FOUR BRAVO (LOBAR 4B) [LOBA4B]

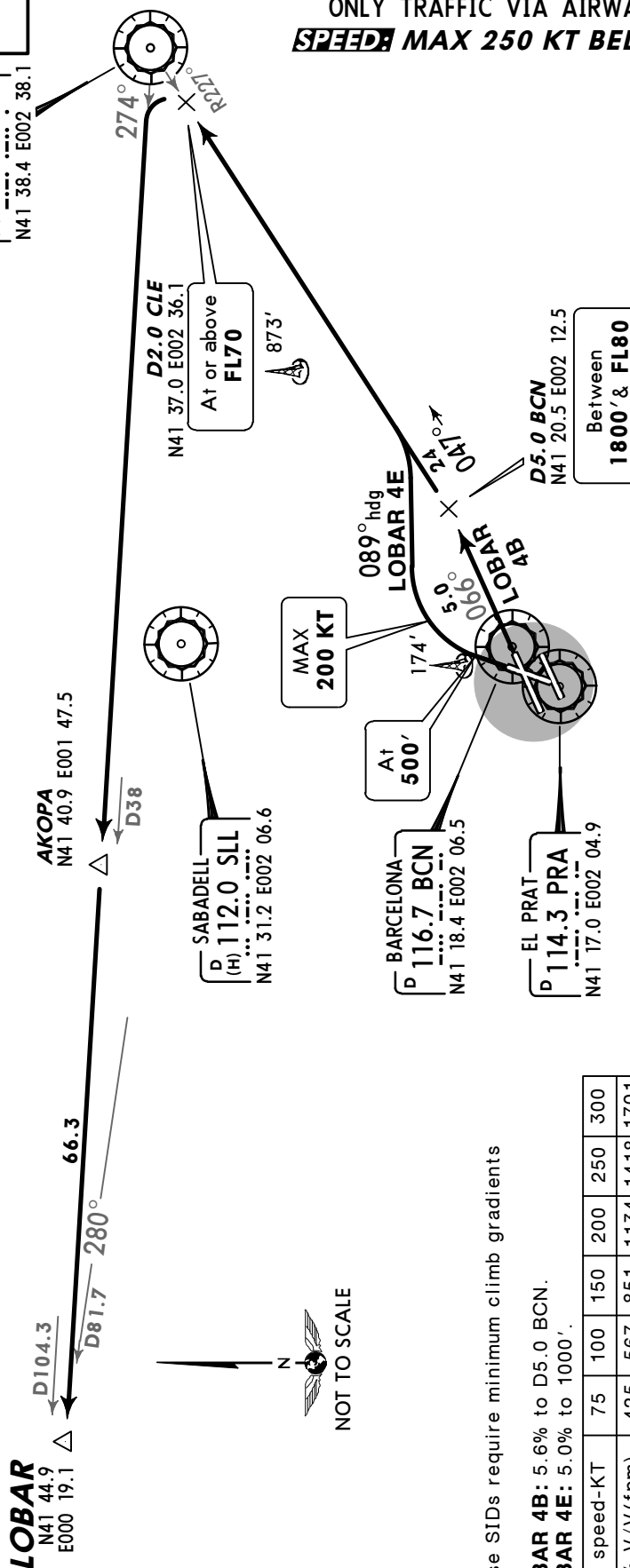
LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]

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'.

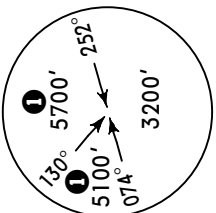
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

ROUTING

SID	RWY	ROUTING
LOBAR 4B	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 via AKOPA to LOBAR.
LOBAR 4E	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-274 via AKOPA to LOBAR.

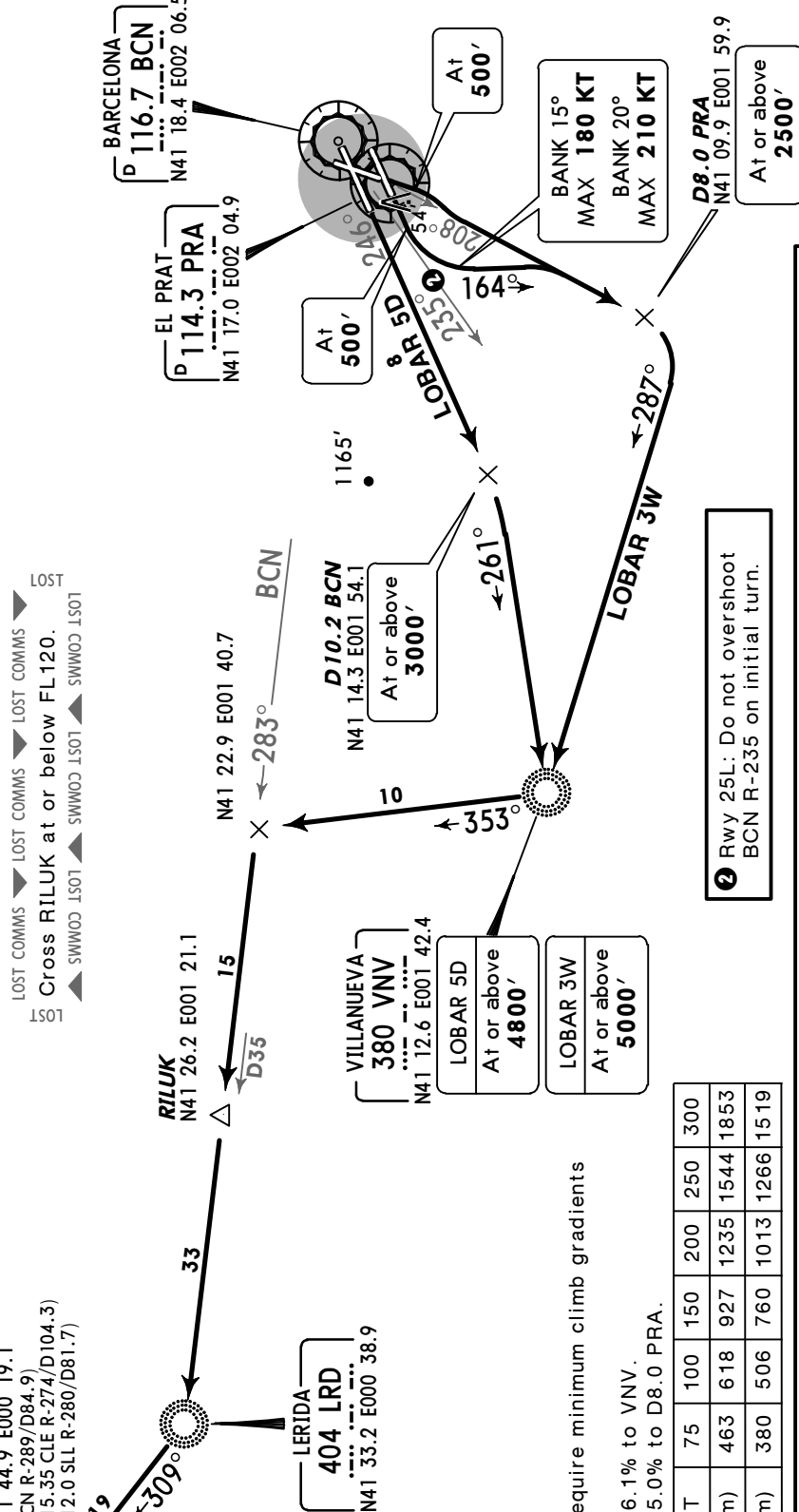
② Turns before departure end of runway (DER) are not allowed.

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

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

SID	RWY
LOBAR 5D	25R
LOBAR 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 LOBAR, turn RIGHT, 309° bearing to LOBAR.

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 LOBAR, turn RIGHT, 309° bearing to LOBAR.

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 LOBAR, turn RIGHT, 309° bearing to LOBAR.

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

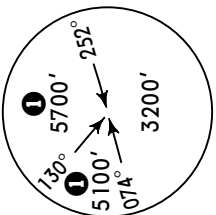
SID	RWY
LOTOS 1A	20
LOTOS 1G	07R

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

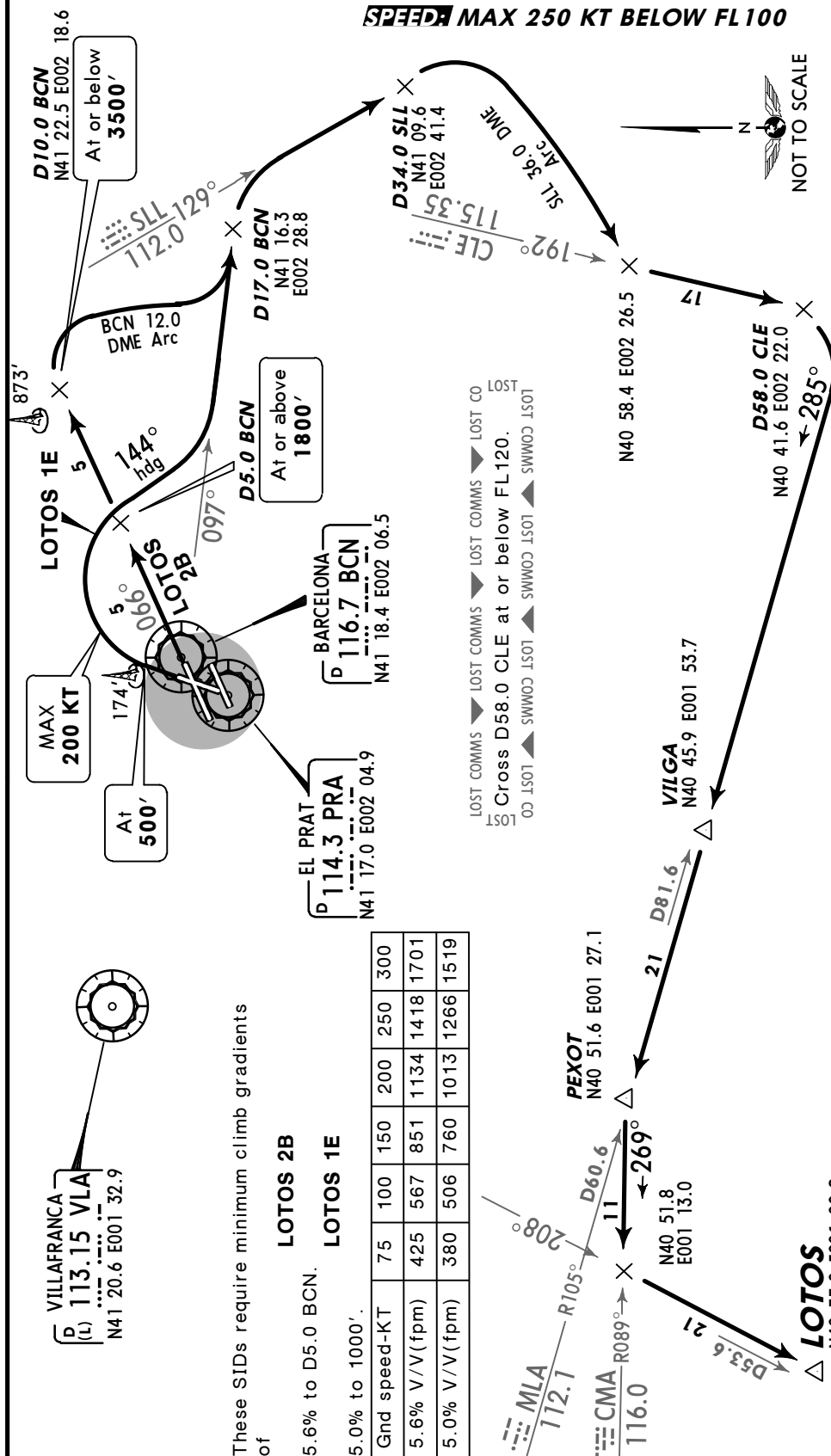
1 4300' within 15 NM

LOTOS ONE ECHO
(LOTOS 1E) *[LOTO1E]*

RWYS 07L, 02 DEPARTURES

**WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE**

SPEED: MAX 250 KT BELOW FL 100

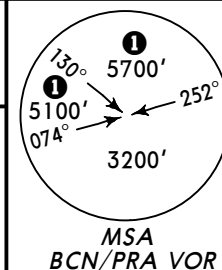


Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

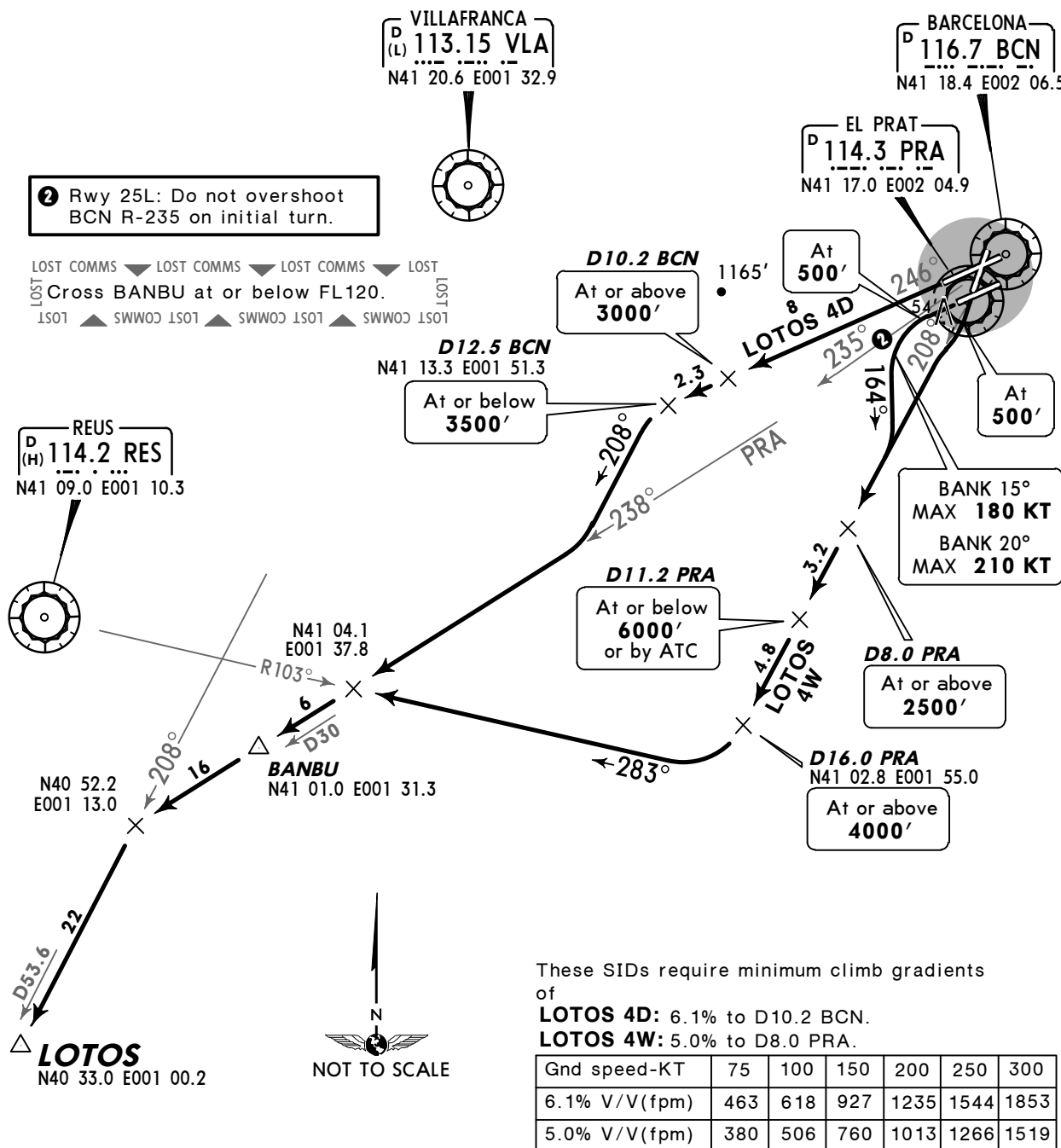
ROUTING

SID	RWY	ROUTING
LOTOS 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 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.
LOTOS 1E	02 	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.

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

**LOTOS FOUR DELTA (LOTOS 4D) [LOTO4D]
LOTOS FOUR WHISKEY (LOTOS 4W) [LOTO4W]
RWYS 25R, 20, 25L DEPARTURES
SPEEDS MAX 250 KT BELOW FL100****LOTOS 4D, 4W: Initial ATC clearance:**Climb and maintain **FL120** and request flight level change enroute**LOTOS 4W:** Maintain **6000'** until D11.2 PRA except ATC clearance

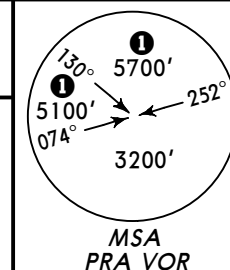
SID	RWY	ROUTING
LOTOS 4D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.
LOTOS 4W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via 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.

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

Apt Elev
14'

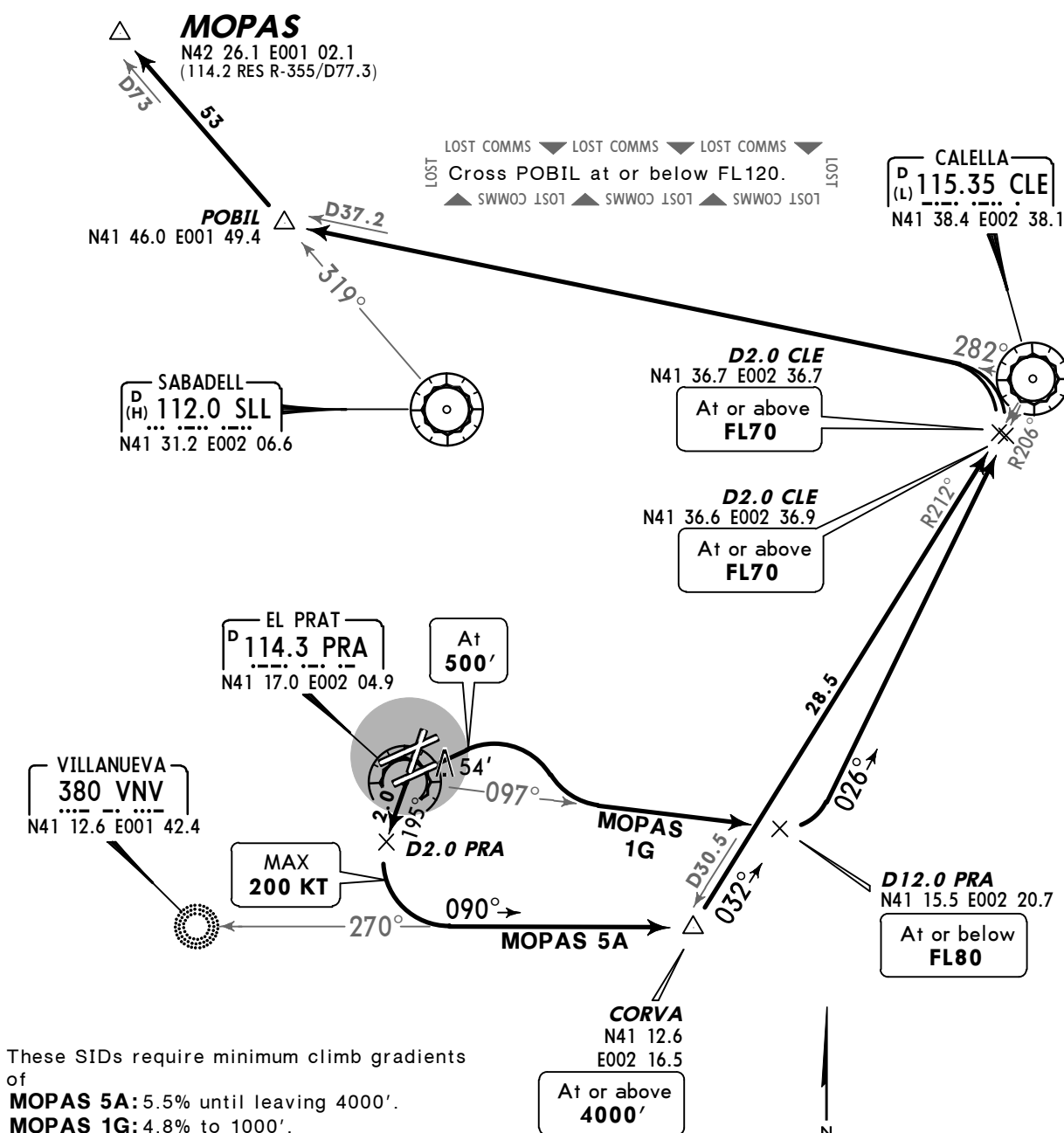
Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

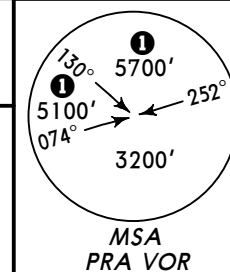
MOPAS FIVE ALFA (MOPAS 5A) [MOPA5A]
MOPAS ONE GOLF (MOPAS 1G) [MOPA1G]
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



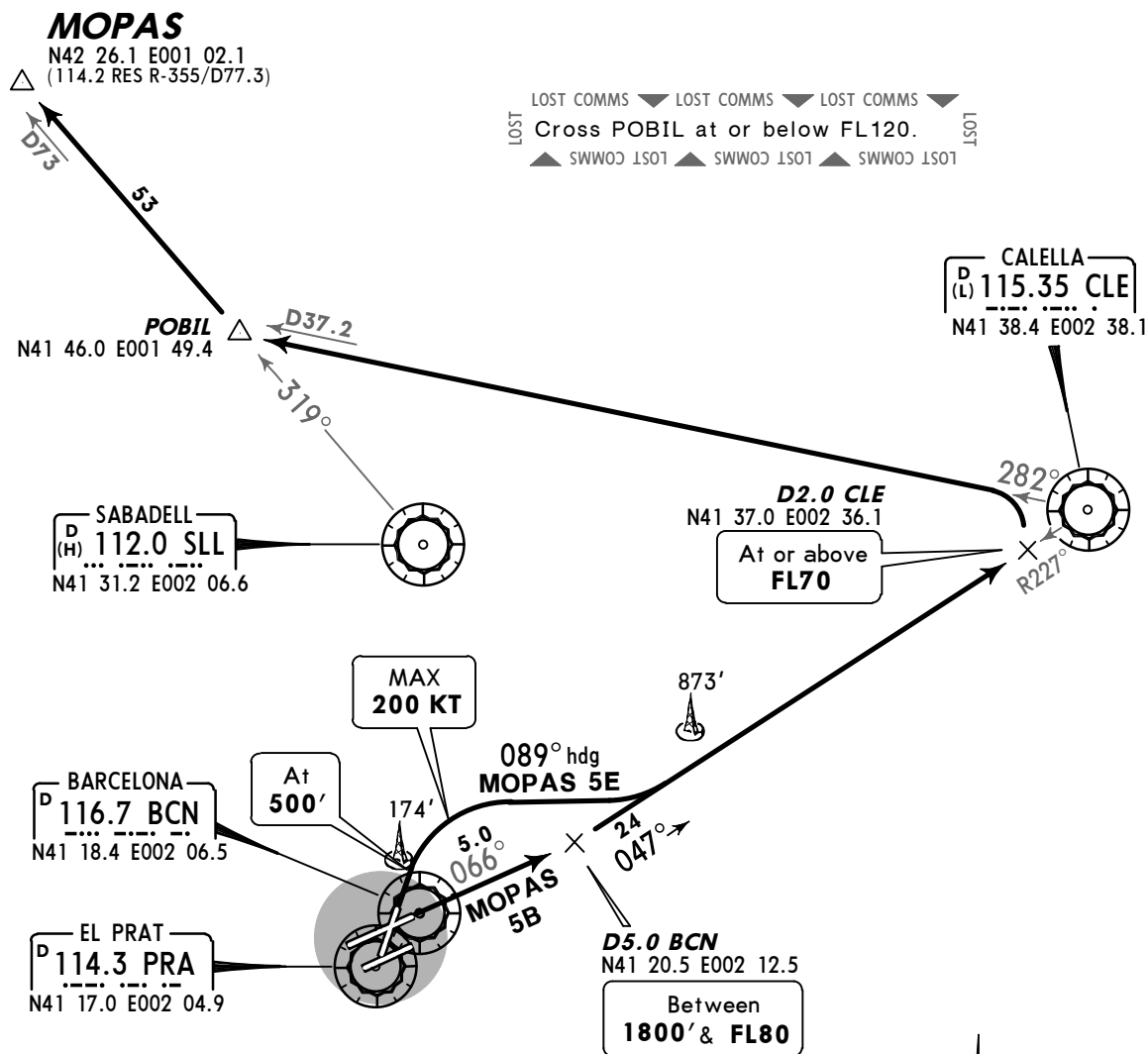
Initial ATC clearance:

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

SID	RWY	ROUTING
MOPAS 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 to MOPAS.
MOPAS 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 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

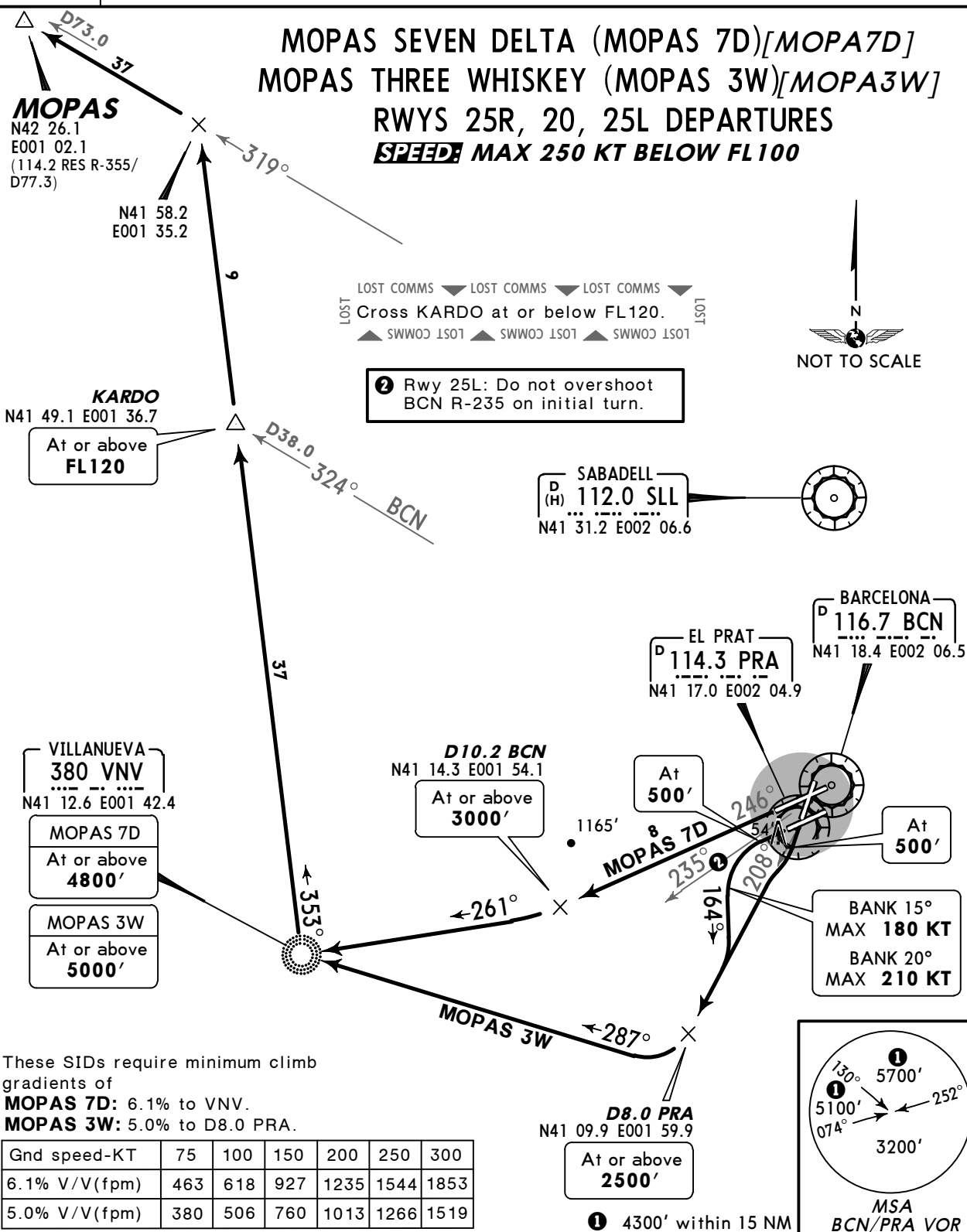


Initial ATC clearance:

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

SID	RWY	ROUTING
MOPAS 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 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.
MOPAS 5E	02 ②	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 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.

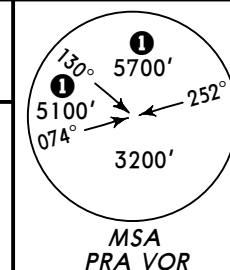
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

Initial ATC clearance:

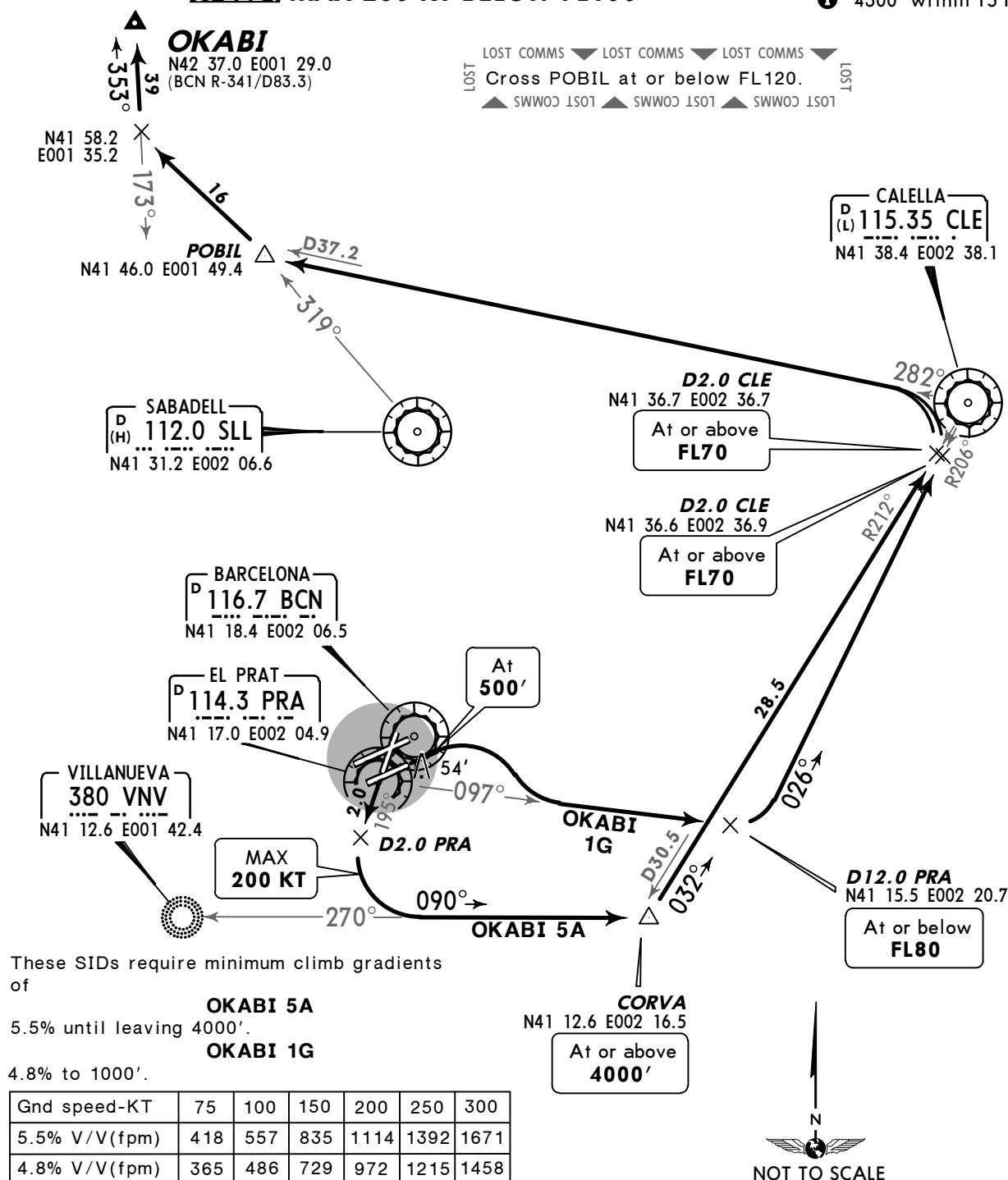
Climb and maintain **FL120** and request flight level change enroute

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 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**

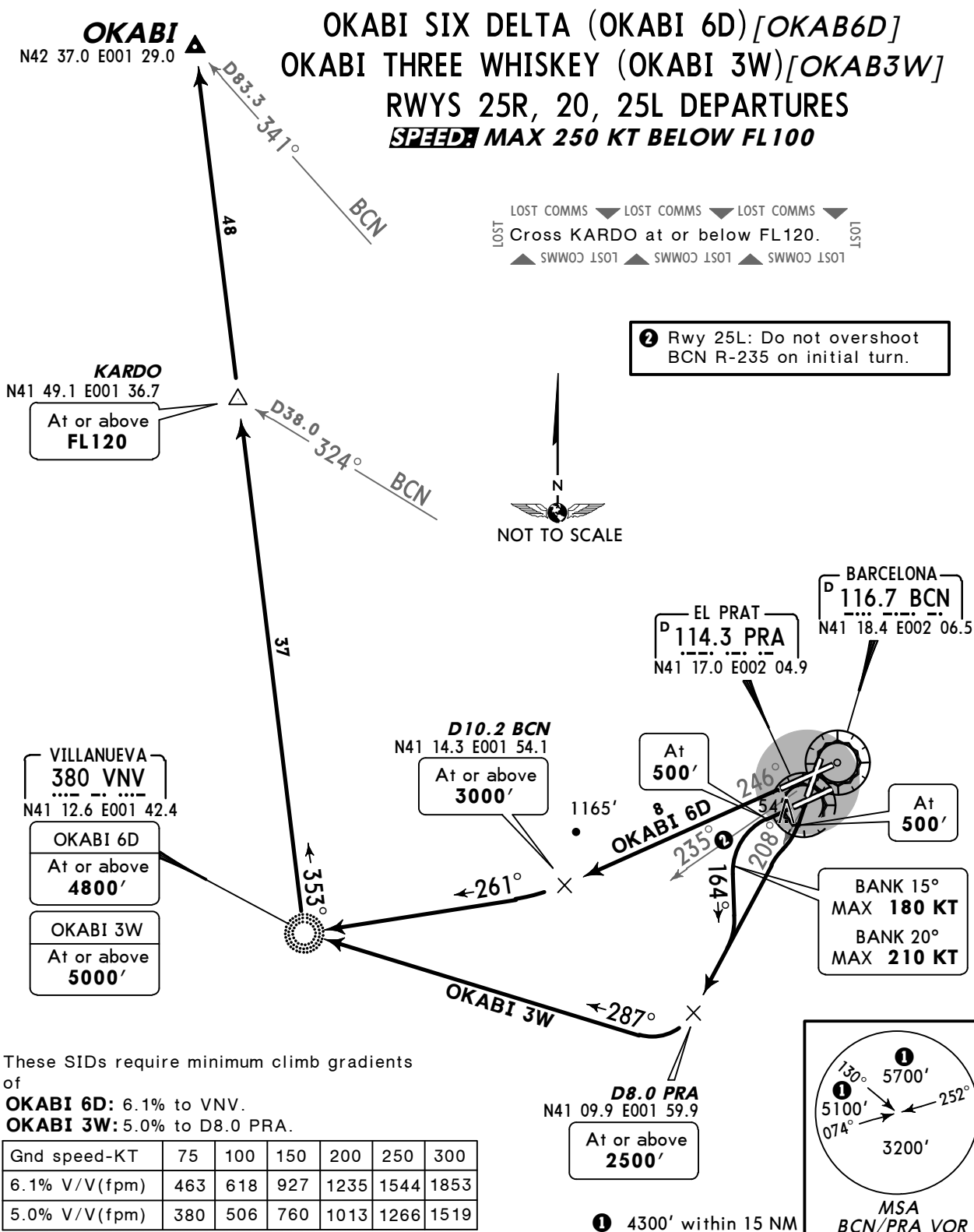
Initial ATC clearance:

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.

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

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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.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 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.

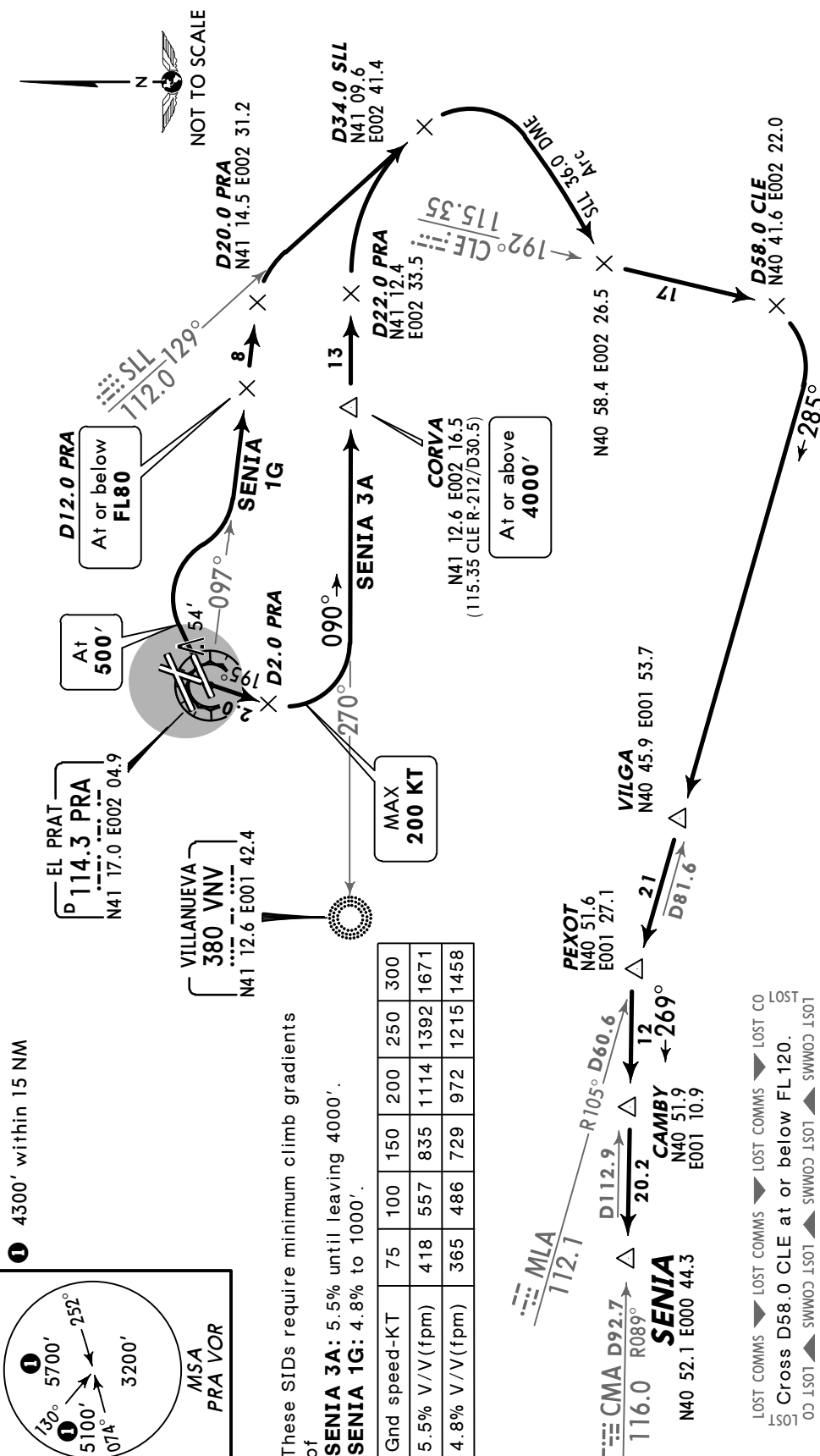
③ Turns before departure end of runway (DER) are not allowed.

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 **FL120** and request flight level change enroute

ROUTING

SENIA 3A	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 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.
SENIA 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 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.

Trans level: By ATC Trans alt: 6000'

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

SPEED: MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

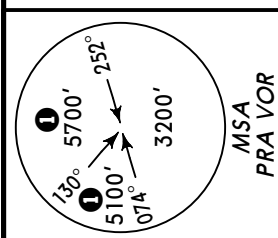
SENIA 4B:	5.6% to D5.0 BCN.
SENIA 3E:	5.0% to 1000'.

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
SENIA 4B	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 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 via CAMBY to SENIA.
SENIA 3E	02 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 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.

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

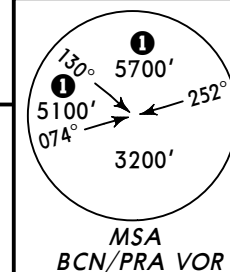


1 4300' within 15 NM

NOT TO SCALE

Apt Elev
14'

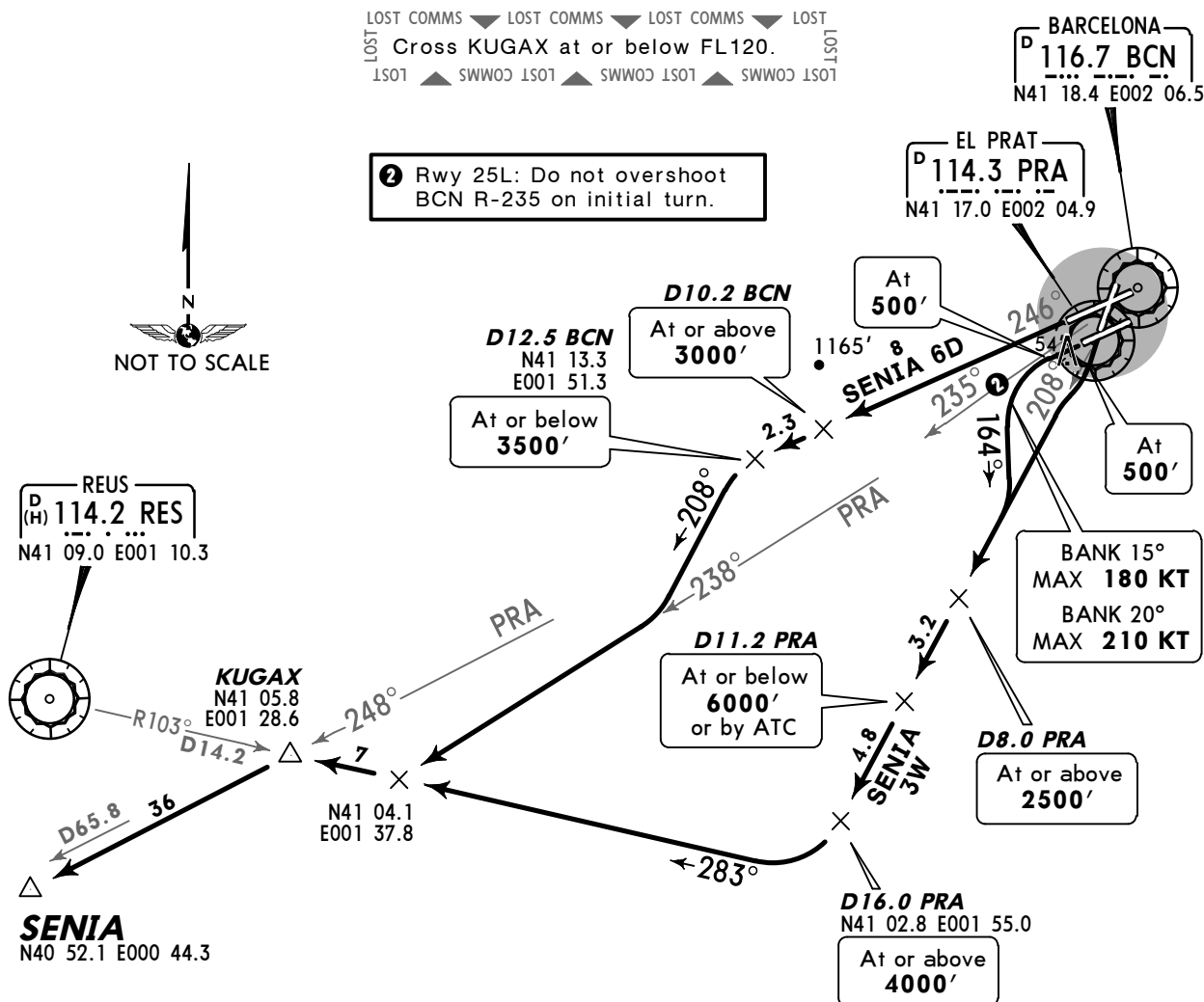
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



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

① 4300' within 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross KUGAX at or below FL120.
LOST ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



These 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 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.

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



BAGUR
D_(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

CALELLA
D 115.35 CLE
(L) ---. ---.
N41 38.4 E002 38.1

These SIDs require minimum climb gradients

5

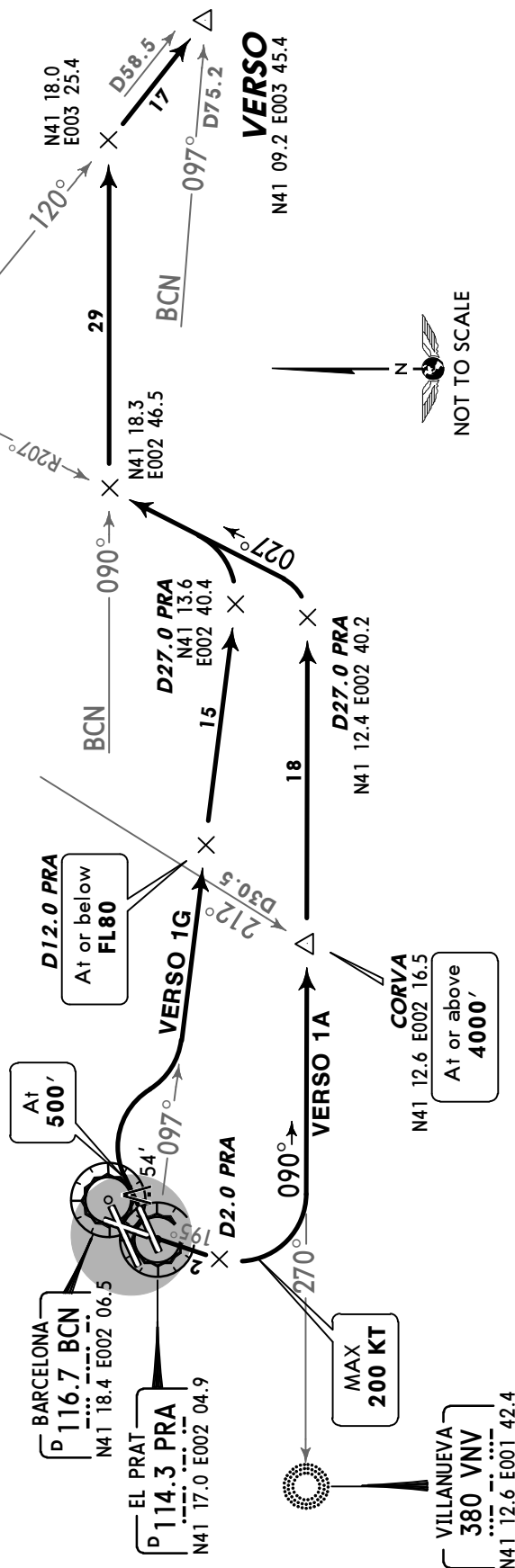
VERSO 1A

5.5% until leaving 4000'.

VERSO 1G

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

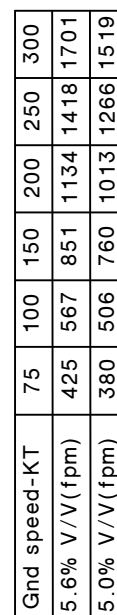
5] Cross VERSO at or below FL120.



NOT TO SCALE

Trans level: By ATC Trans alt: 6000'

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



5.0% to 1000'.

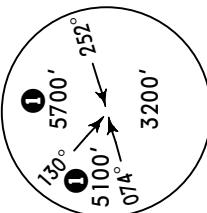
② Turns before departure end of runway (DER) are not allowed.

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
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

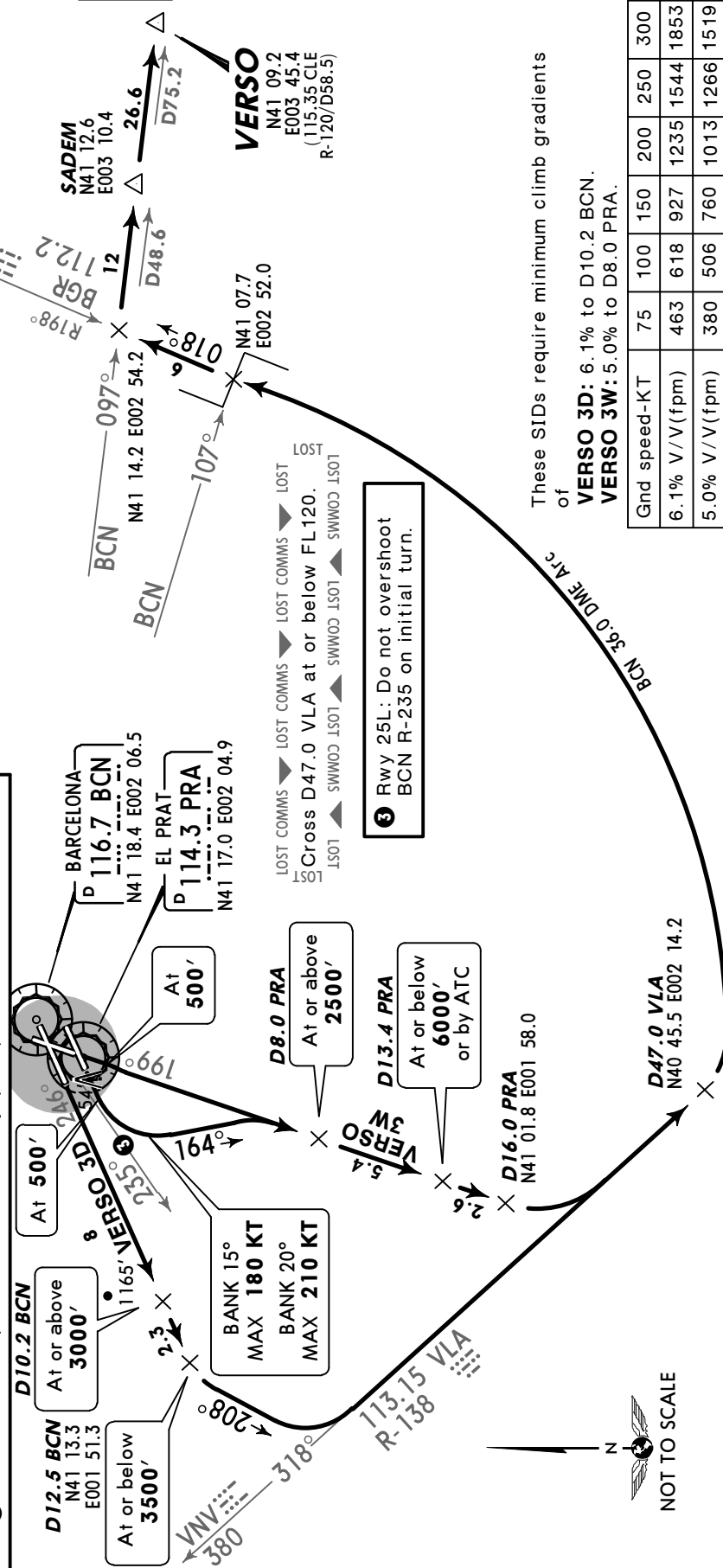
SID	RWY
VERSO 3D	25R
VERSO 3W	20
	25L

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 BCN 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 BCN 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 BCN R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.

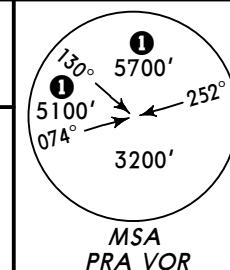
② Turns before departure end of runway (DER) are not allowed.



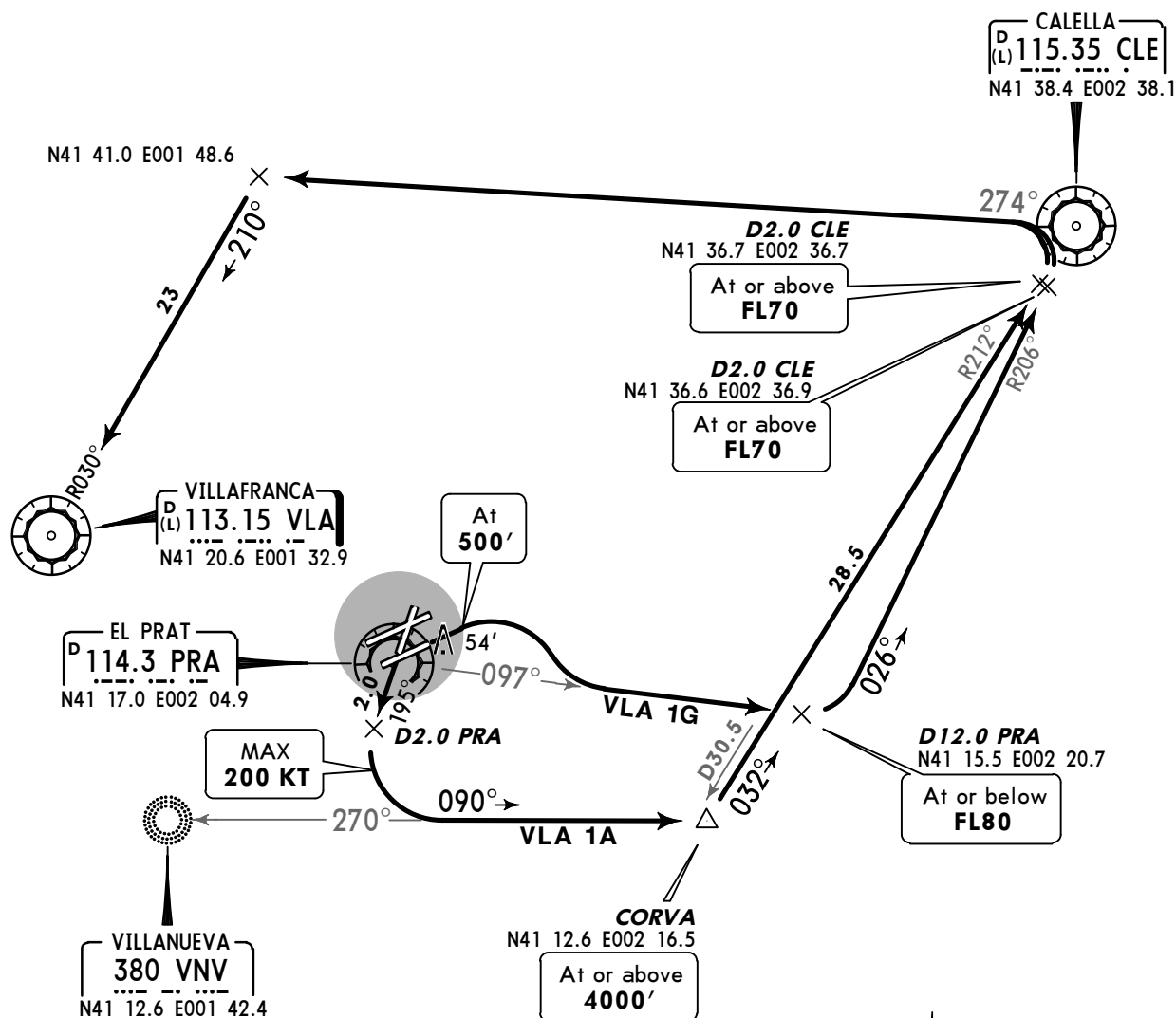
These SIDs require minimum climb gradients of
VERSO 3D: 6.1% to D10.2 BCN.
VERSO 3W: 5.0% to D8.0 PRA.

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

These SIDs require minimum climb gradients of

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

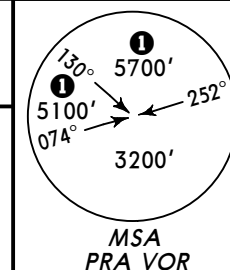
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
4.8% V/V(fpm)	365	486	729	972	1215	1458



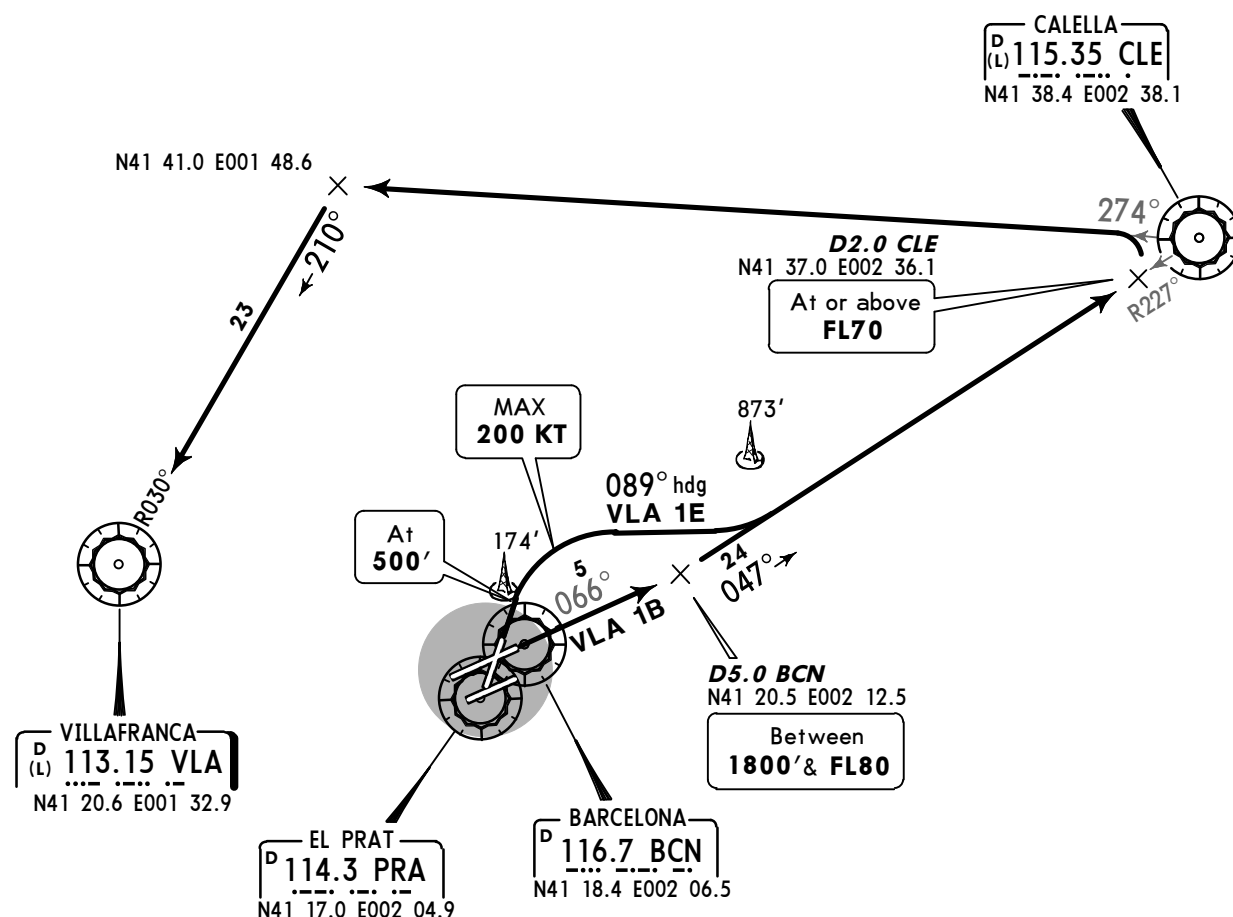
Initial ATC clearance:

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

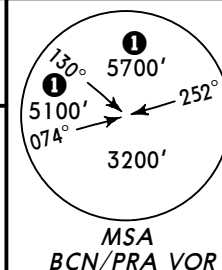
These SIDs require minimum climb gradients
of**VLA 1B:** 5.6% to D5.0 BCN.**VLA 1E:** 5.0% to 1000'.

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

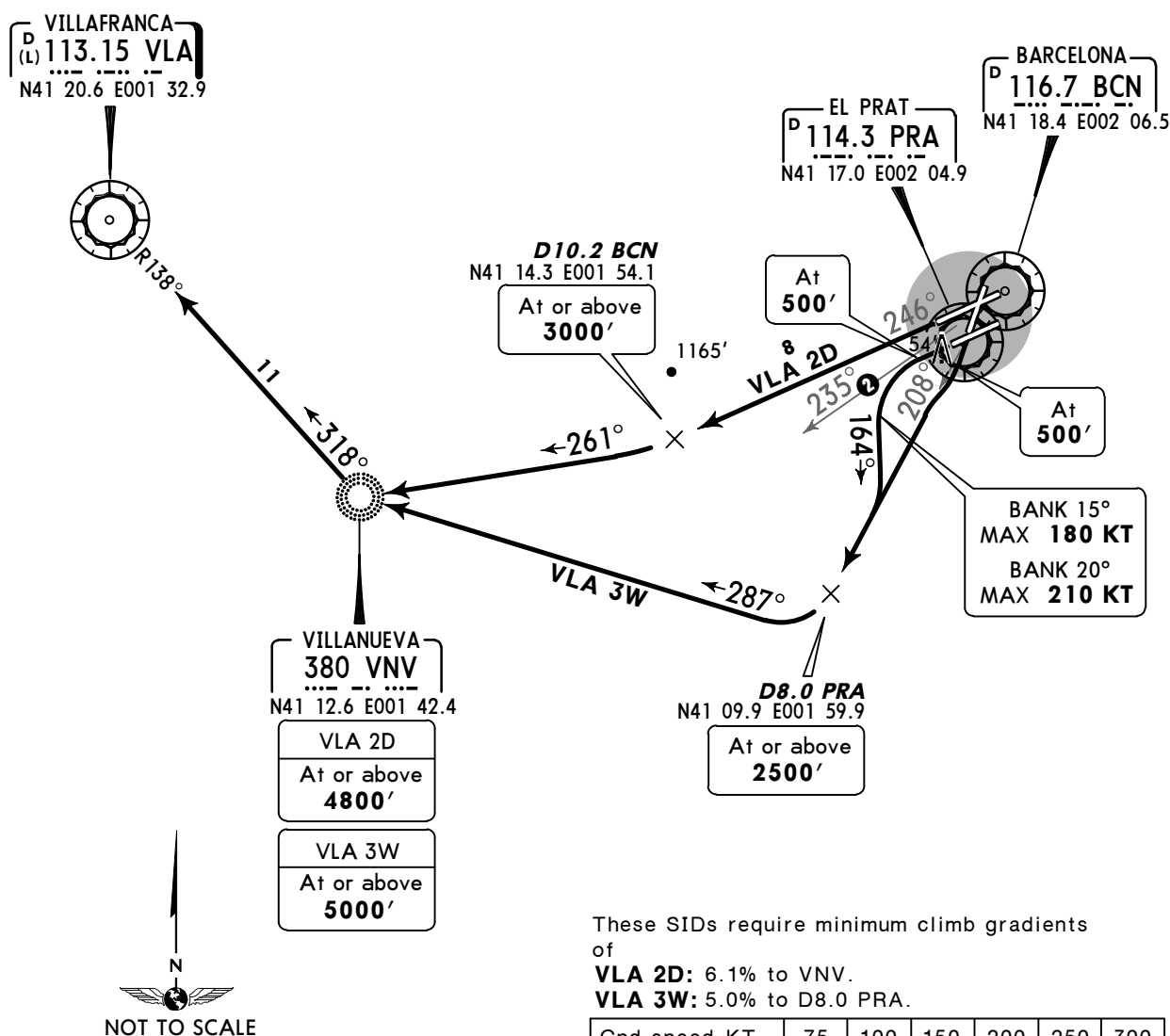
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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 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 FL100② 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 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

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ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			— LANDING BEYOND —			
			Threshold	Glide Slope		
02	HIRL(50m) CL(15m) HIALS PAPI (3.0°)	RVR		7383' 2250m		148'
20	HIRL(50m) CL(15m)		NA		①	45m
① TAKE-OFF RUN AVAILABLE RWY 20: From rwy head 8294' (2528m) twy UB int 6690' (2039m)						
07L	HIRL (50m) CL (15m) HIALS-II REIL TDZ ② ③	RVR	9587' 2922m	8553' 2607m	⑤	197' 60m
25R	HIRL (50m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ④	RVR		9964' 3037m		
② PAPI-R (3.0°). ③ HSTIL: R4, CA, R2, BA & ZA ④ HSTIL: CB, R3, EB, R5, R6 & GA ⑤ TAKE-OFF RUN AVAILABLE RWY 07L: From rwy head 10,997' (3352m) twy V3/W3 int 9970' (3039m) twy V2/W2 int 9751' (2972m) twy V1/W1 int 9534' (2906m) RWY 25R: From rwy head 10,997' (3352m) twy Q1 int 10,640' (3243m) twy Y3/Z3 int 9528' (2904m) twy Z2 int 9311' (2838m) twy Y1/Z1 int 9091' (2771m)						
07R	HIRL (50m) CL (15m) HIALS-II TDZ PAPI-R(3.0°) ⑥	RVR		7740' 2359m		197'
25L	HIRL (50m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ⑦	RVR		7747' 2361m		60m

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:

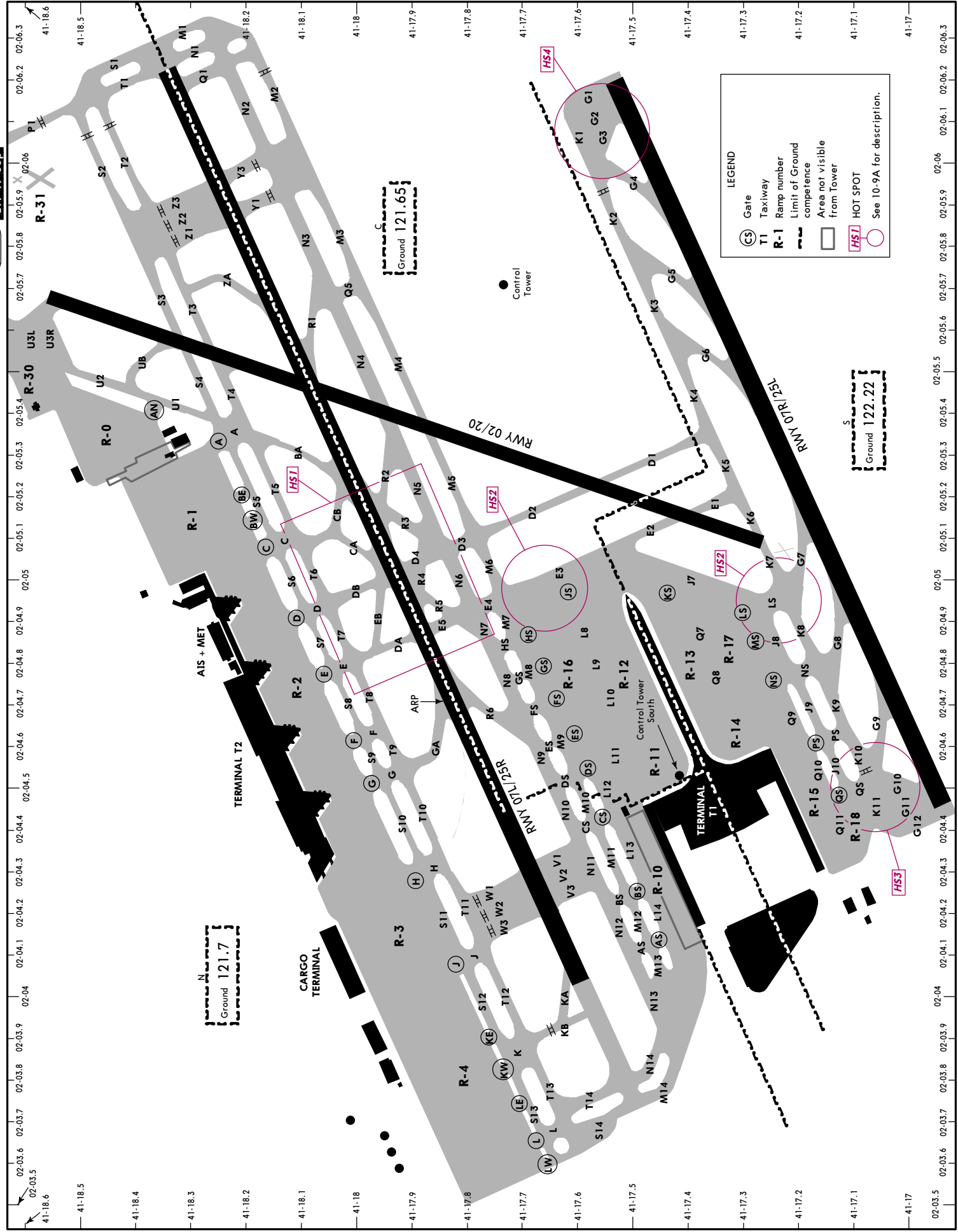
Critical area due to aircraft size limitations. Special attention to signs and instructions by ATC.

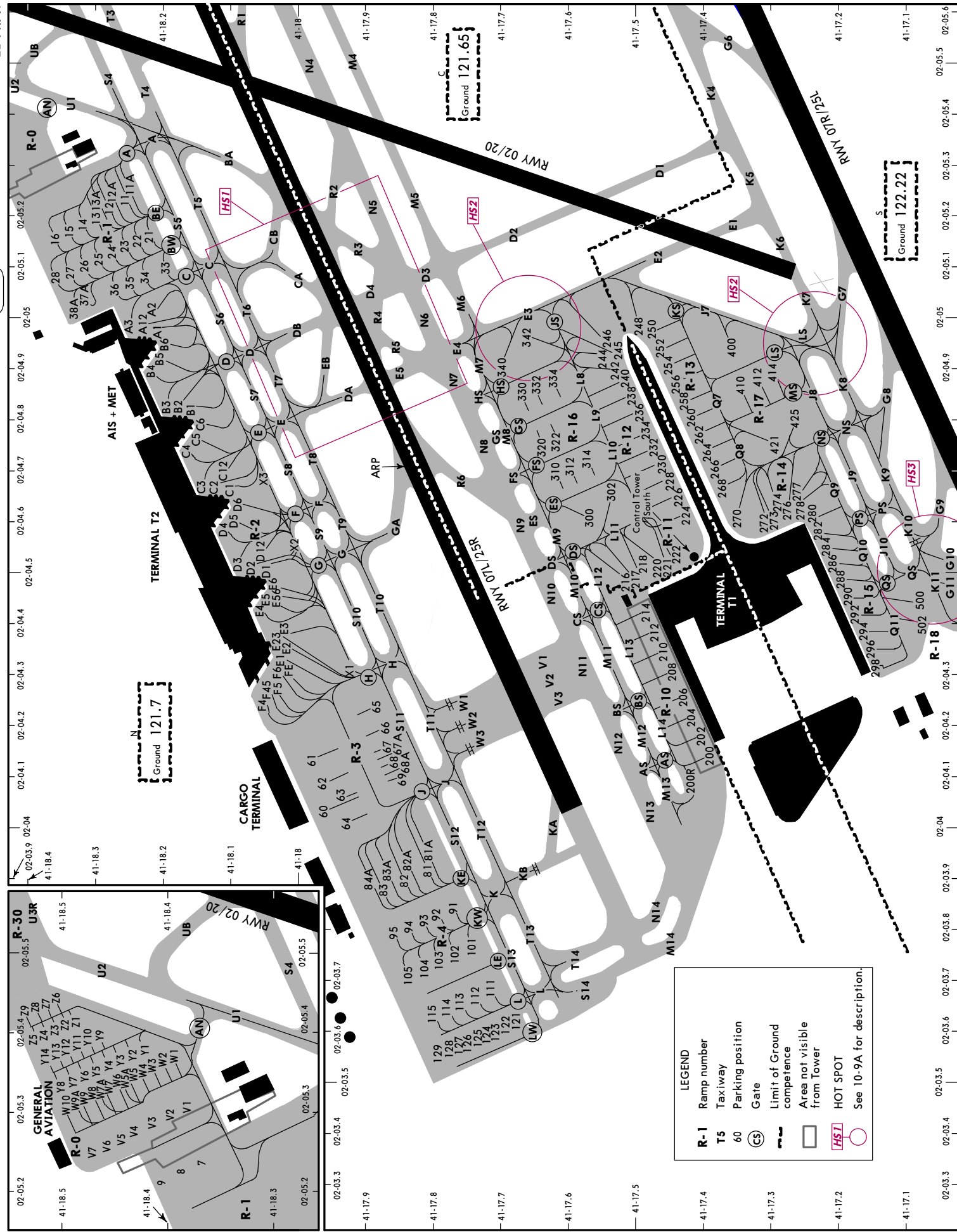
Standard

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.





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
500	N41 17.1 E002 04.5
502	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, E56	N41 18.0 E002 04.4
FE	N41 18.0 E002 04.3
F4 thru F45	N41 18.0 E002 04.3
V1 thru V5	N41 18.4 E002 05.3
V6	N41 18.5 E002 05.3
V7	N41 18.5 E002 05.2
W1 thru W4	N41 18.4 E002 05.4
W5, W5A	N41 18.4 E002 05.3
W6 thru W10	N41 18.5 E002 05.3
X1	N41 17.9 E002 04.3
X2	N41 18.0 E002 04.6
X3	N41 18.1 E002 04.7
Y1 thru Y3	N41 18.4 E002 05.4
Y4, Y5	N41 18.5 E002 05.4
Y6 thru Y8	N41 18.5 E002 05.3
Y9 thru Z9	N41 18.5 E002 05.4

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.

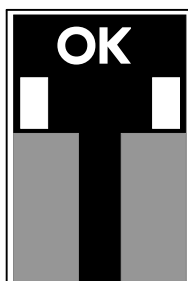
DISPLAY UNIT OF TERMINAL 2

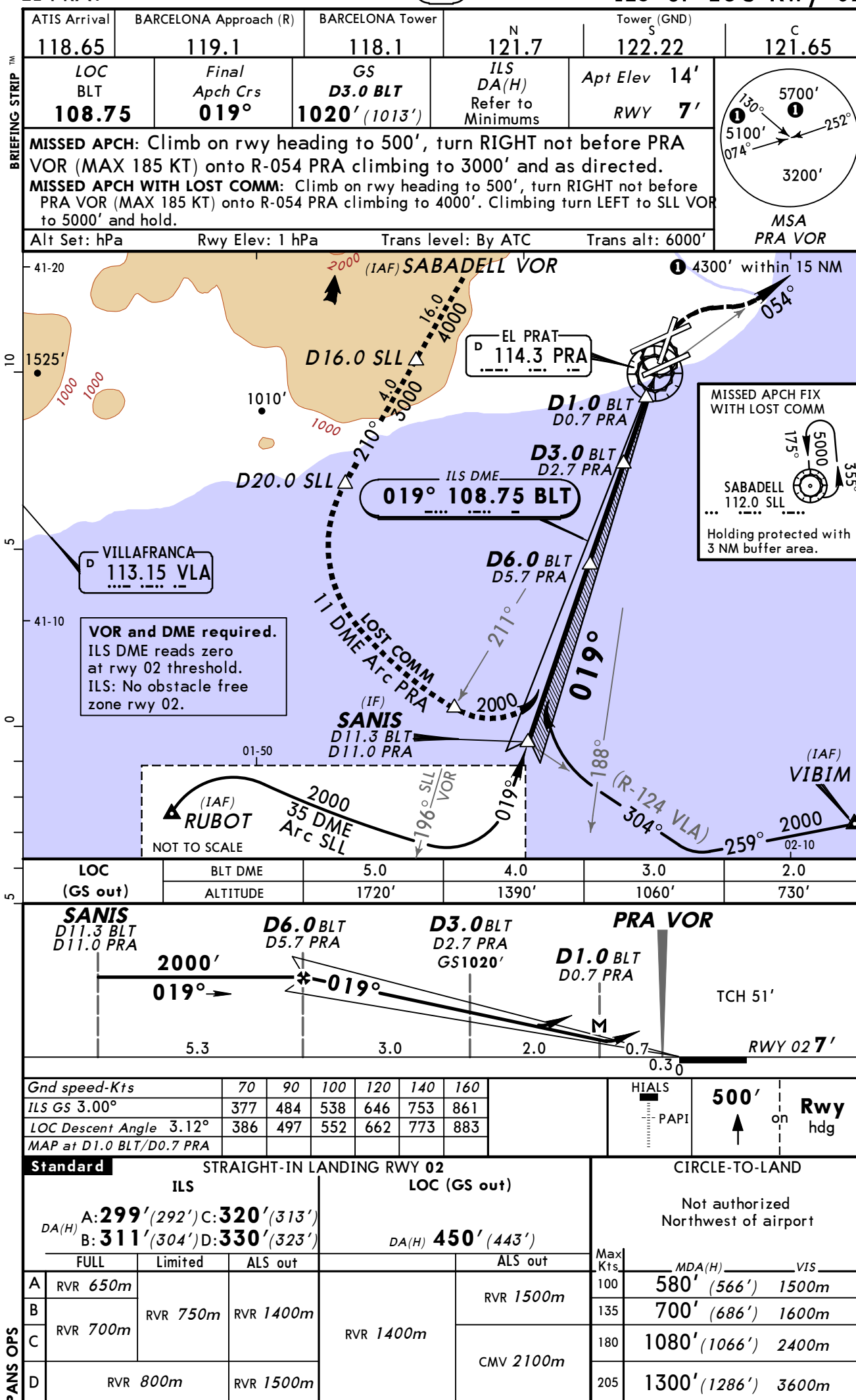
Consists of:

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.

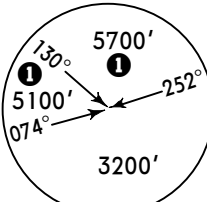
PILOT INSTRUCTIONS

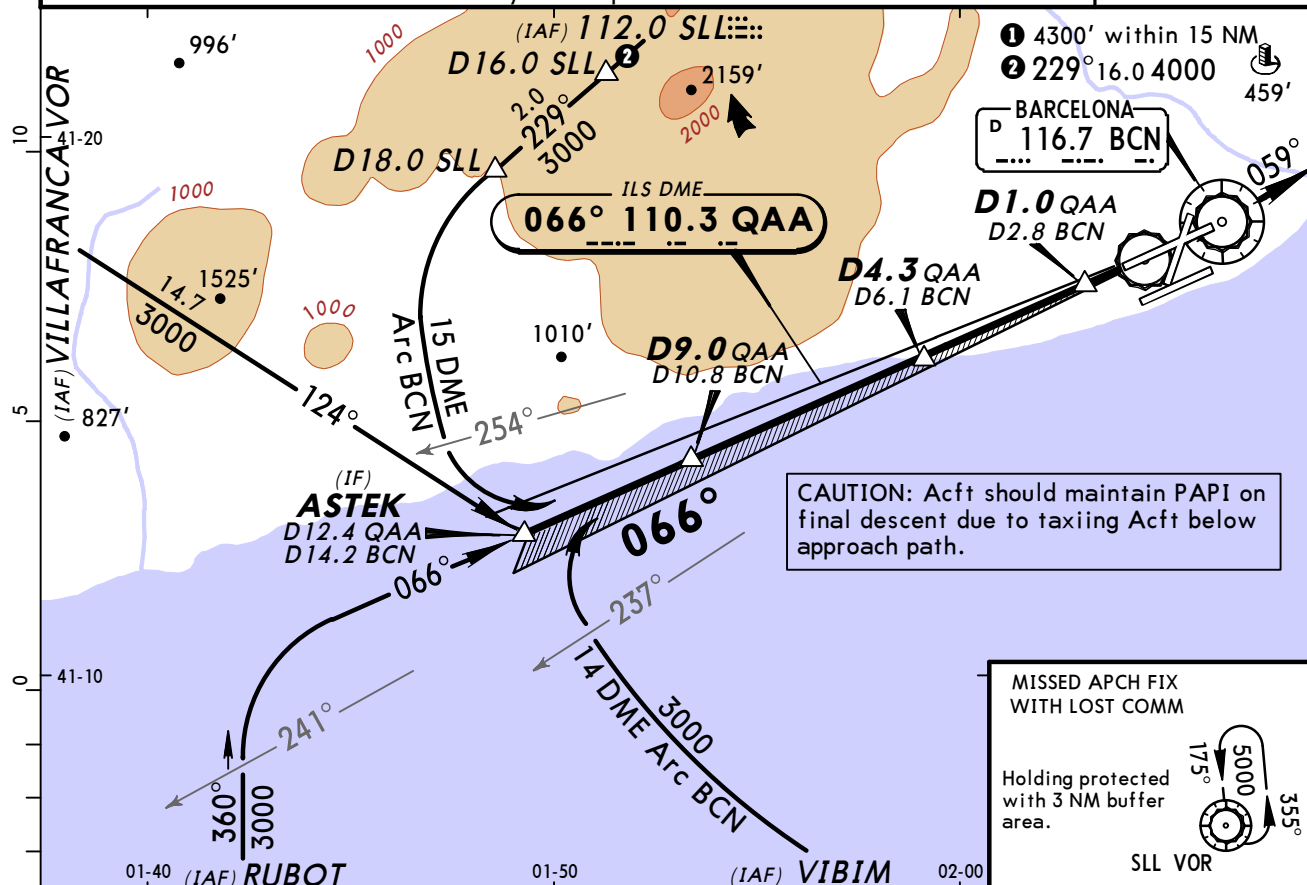
1. Check that the indicated aircraft type is the appropriate.
2. Taxi aligned with centerline watching centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator 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.



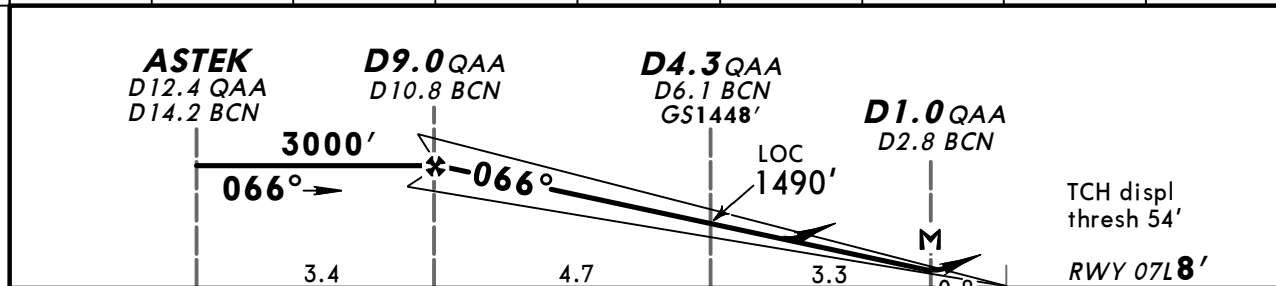


LEBL/BCN
EL PRATJEPPESEN
19 APR 13 (11-2) Eff 2 MayBARCELONA, SPAIN
ILS or LOC Rwy 07L

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	N	Tower (GND)	C
118.65	119.1	118.1	121.7	122.22	121.65
LOC QAA 110.3	Final Apch Crs 066°	GS D4.3 QAA 1448' (1440')	ILS DA(H) Refer to Minimums	Apt Elev 14' RWY 8'	
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.					MSA BCN VOR
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. LOC coverage restricted to 30° each side of rwy centerline. 3. ILS DME reads zero at rwy 07L displaced threshold.					



LOC (GS out)	QAA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2720'	2390'	2060'	1730'	1390'	1060'	730'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	BCN 116.7	3000' on 116.7	BCN R-059
ILS GS 3.00°	377	484	538	646	753	861	PAPI			
LOC Descent Angle 3.13°	388	498	554	665	775	886				
MAP at D1.0 QAA/D2.8 BCN										

Standard				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not authorized Northwest of airport			
A: 242' (234') C: 262' (254')				DA(H) 480' (472')							
B: 254' (246') D: 273' (265')											
FULL				Limited				Max Kts			
A				RVR 1200m				MDA(H) 580' (566')			
B				RVR 1500m				100			
C				RVR 1300m				135			
D				RVR 1500m				180			
RVR 550m				RVR 1500m				205			
RVR 600m				CMV 2200m				1300' (1286')			
								3600m			

CHANGES: Communications.

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LEBL/BCN

EL PRAT

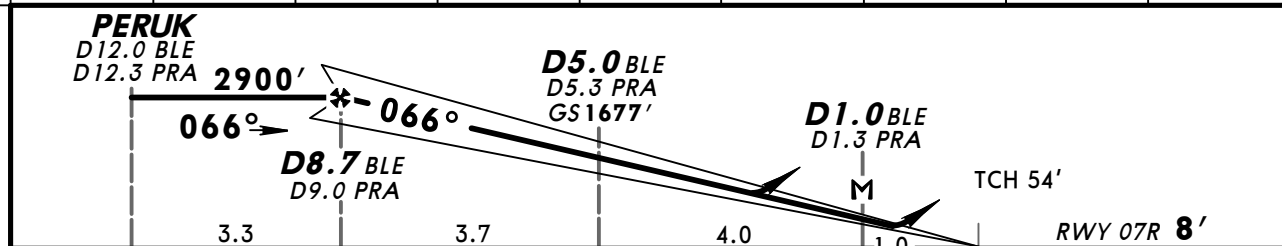
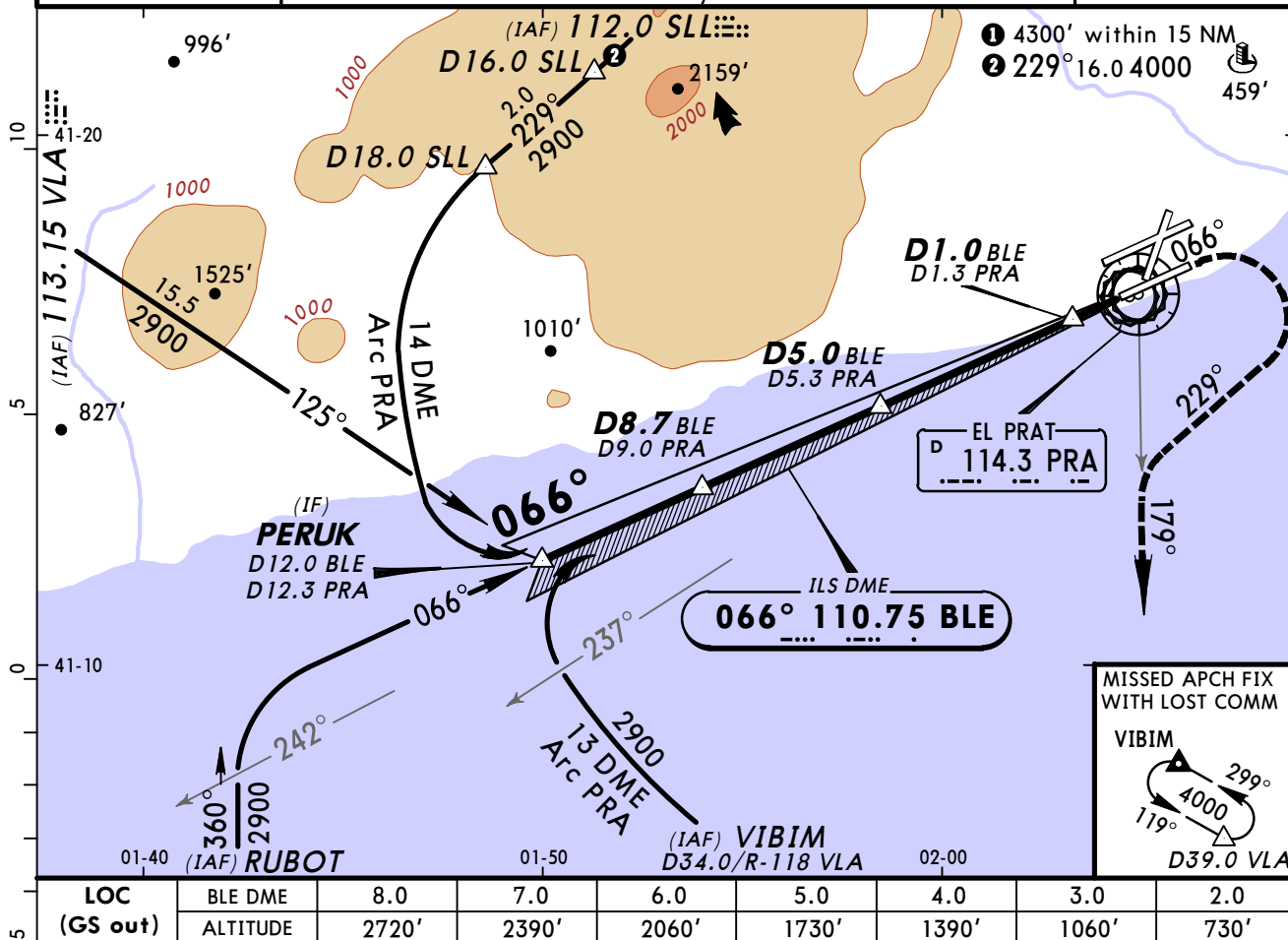
JEPPESEN

28 SEP 12 (11-3)

BARCELONA, SPAIN

ILS or LOC Rwy 07R

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82	SC 121.65
LOC BLE 110.75	Final Apch Crs 066°	GS D5.0 BLE 1677' (1669')	ILS DA(H) Refer to Minimums	Apt Elev 14'	RWY 8'	
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. ILS DME reads zero at rwy 07R threshold.						MSA PRA VOR



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS 3.00°	377	484	538	646	753	861	PAPI	PAPI
LOC Descent Angle 3.13°	388	498	554	665	775	886	500' on 066°	
MAP at D1.0 BLE/1.3 PRA								

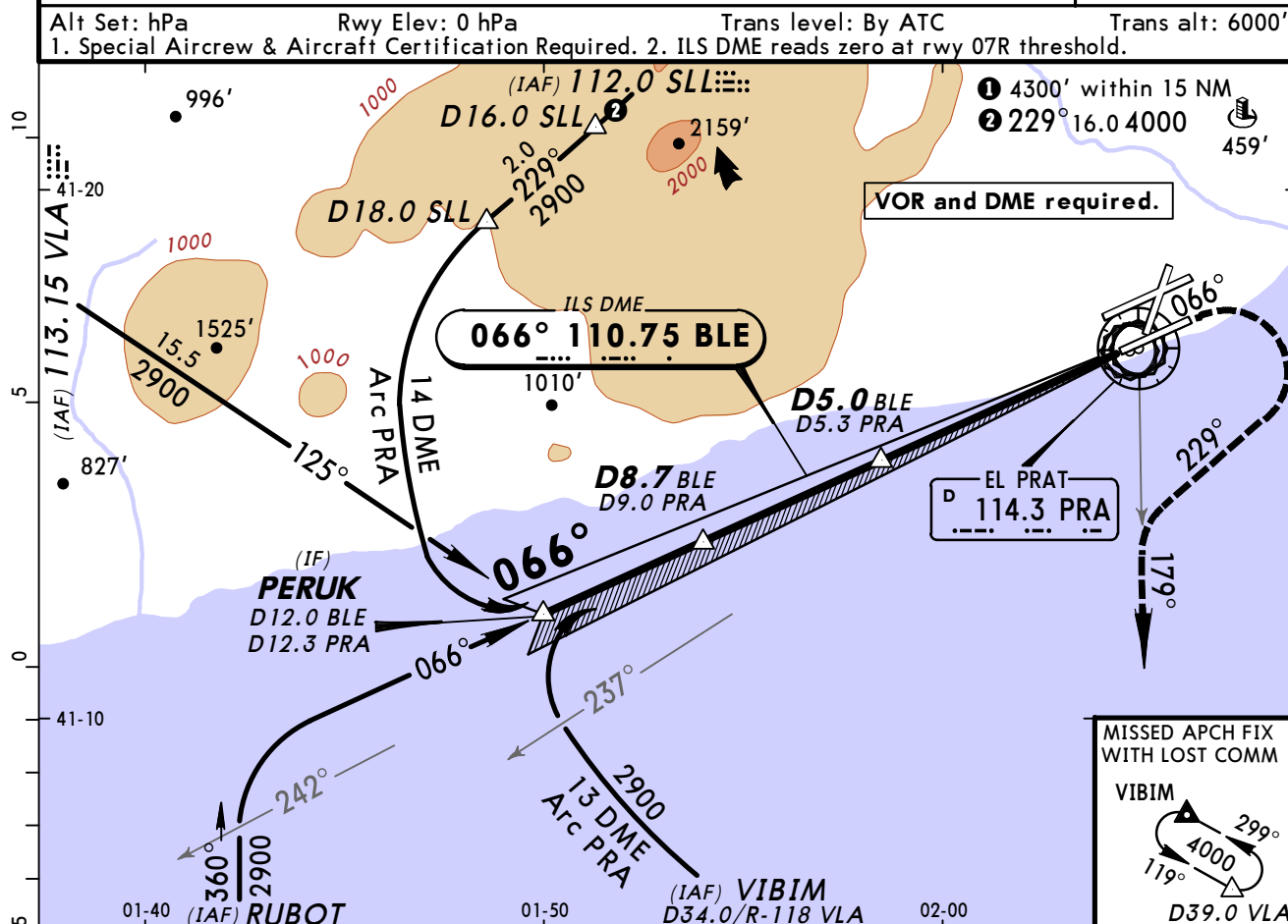
Standard				STRAIGHT-IN LANDING RWY 07R		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of airport	
DA(H) A: 252' (244') C: 272' (264') B: 264' (256') D: 282' (274')				DA(H) 500' (492')			
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m			RVR 1500m		100	580' (566') 1500m
B						135	700' (686') 1600m
C	RVR 600m	RVR 750m	RVR 1300m	RVR 1500m		180	1080' (1066') 2400m
D				CMV 2300m		205	1300' (1286') 3600m

CHANGES: Apt name, Minimums.

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

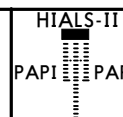
BRIEFING STRIP™	ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)		
	118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82
	LOC BLE 110.75	Final Apch Crs 066°	GS D5.0 BLE 1677' (1669')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14'	SC 121.65
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA onto to D39.0 VLA climbing to 4000' and hold at VIBIM.						
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC 1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 07R threshold.						MSA PRA VOR

**PERUK**
D12.0 BLE
D12.3 PRA**D8.7 BLE**
D9.0 PRA**D5.0 BLE**
D5.3 PRA
GS 1677'

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°

Standard

STRAIGHT-IN LANDING RWY 07R

CAT IIIA ILS

CAT II ILS

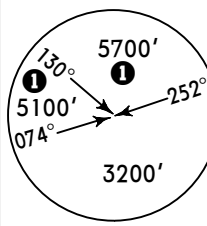
DH 50'	A	B	C	D
	RA 105'	RA 118'	RA 126'	RA 141'
	DA(H) 108' (100')	DA(H) 118' (110')	DA(H) 129' (121')	DA(H) 144' (136')
RVR 200m	RVR 300m		RVR 400m	

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

CHANGES: Apt name, Communications, Minimums.

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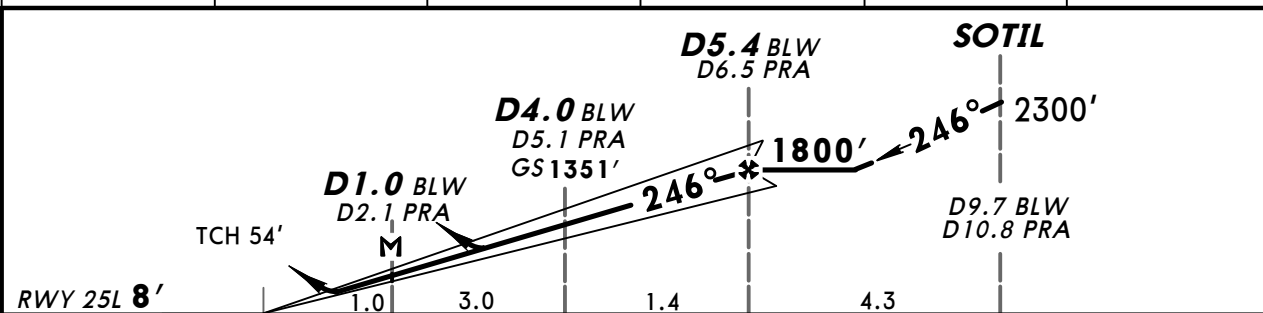
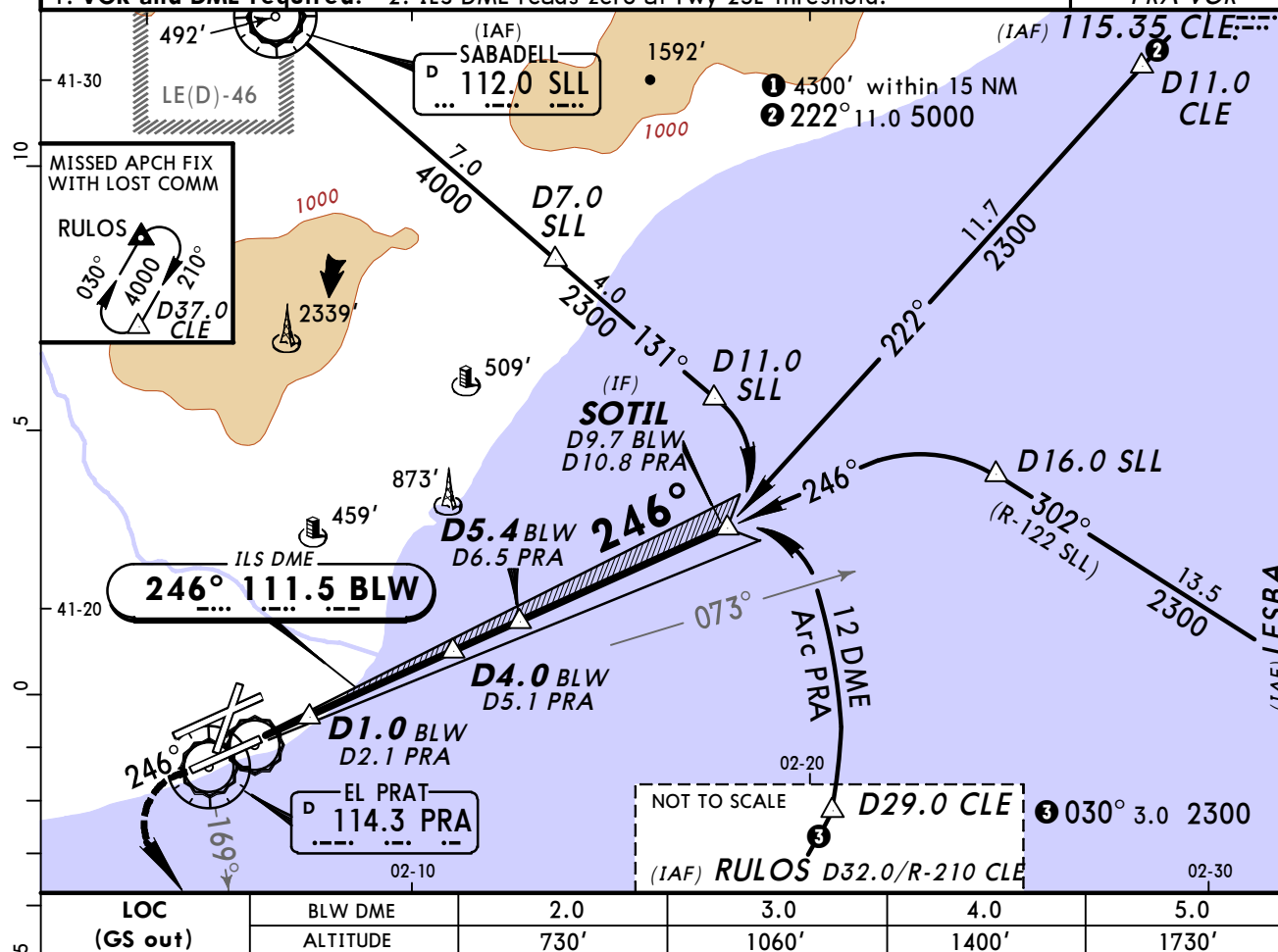
LEBL/BCN
EL PRATJEPPESEN
28 SEP 12 (11-4)BARCELONA, SPAIN
ILS or LOC Rwy 25L

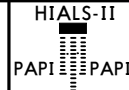
ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	N	SS Tower (GND)	SN	SC
118.65	119.1	118.1	121.7	122.22	122.82	121.65
LOC BLW	Final Apch Crs	GS D4.0 BLW	ILS DA(H)	Apt Elev 14'		
111.5	246°	1351' (1343')	208' (200')	RWY 8'		

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.



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

Standard		STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND		
ILS		LOC (GS out)				Not authorized Northwest of airport		
DA(H) 208' (200')		DA(H) 530' (522')				Max Kts	MDA(H) _____ VIS _____	
FULL/Limited		ALS out		ALS out				
A	RVR 750m	RVR 1200m	RVR 1500m			100	580' (566')	1500m
B						135	700' (686')	1600m
C			RVR 2000m	CMV 2400m	180	1080' (1066')	2400m	
D						205	1300' (1286')	3600m

CHANGES: Minimums.

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LEBL/BCN
EL PRAT

28 SEP 12

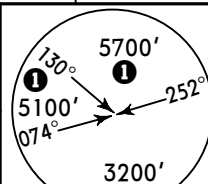
11-4A

BARCELONA, SPAIN
CAT II/III ILS Rwy 25L

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	N	SS Tower (GND) _{SN}	SC
118.65	119.1	118.1	121.7	122.22	122.82
LOC BLW	Final Apch Crs	GS D4.0 BLW	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14 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.

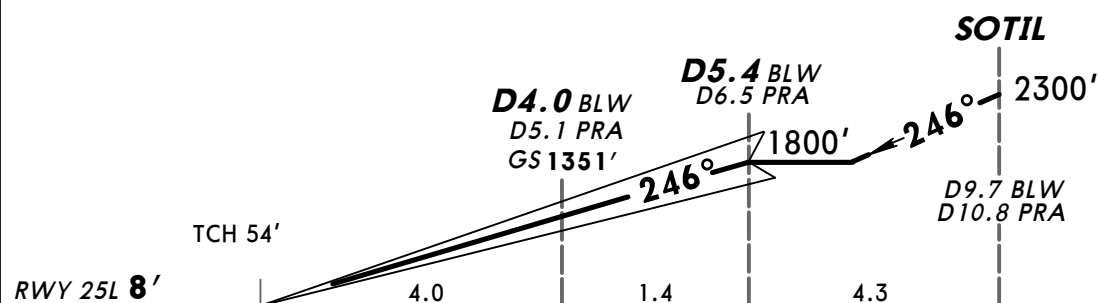
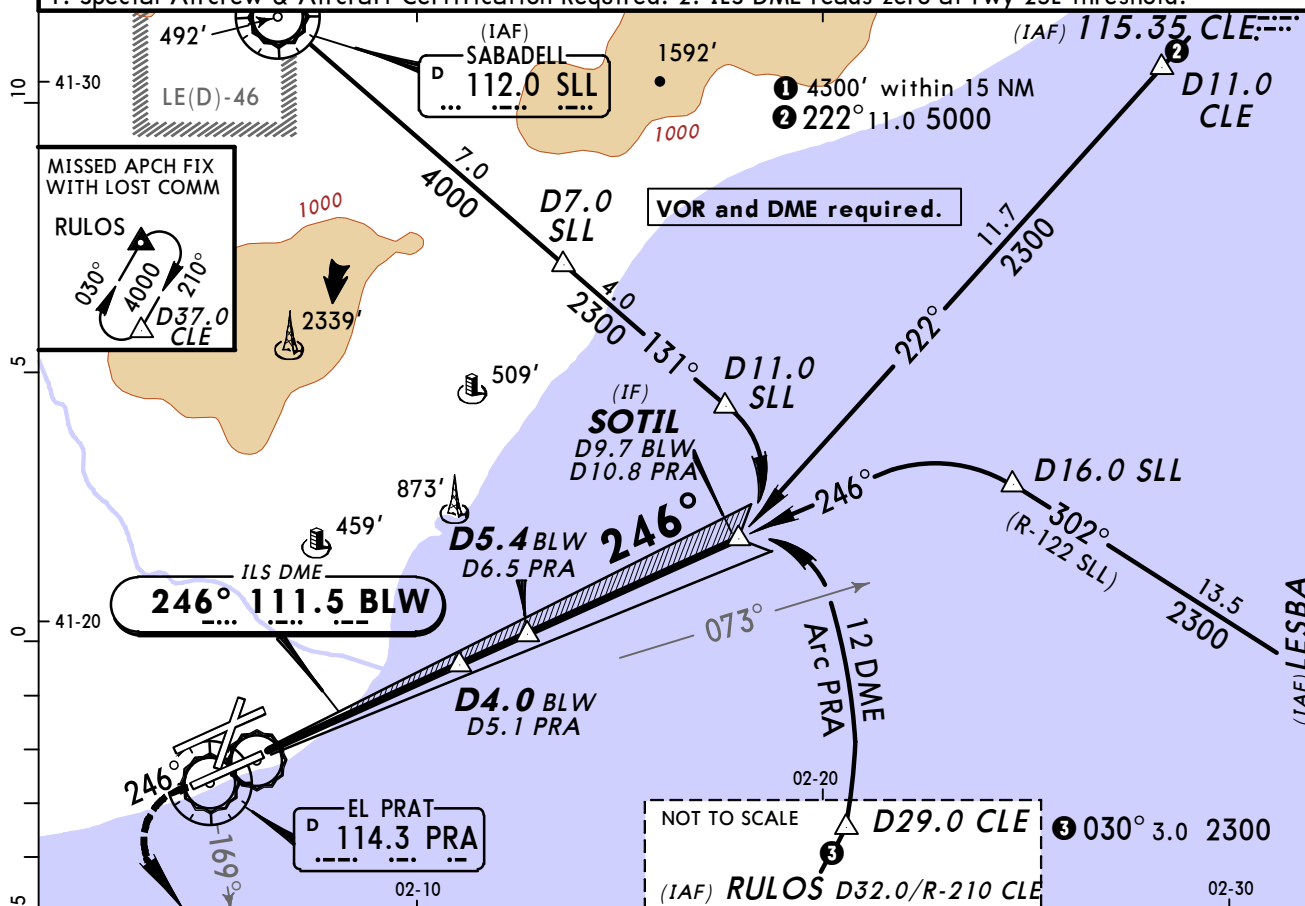
MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.



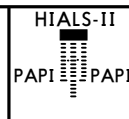
MSA PRA VOR

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')	
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)

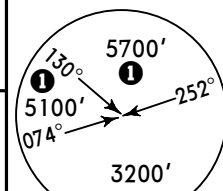
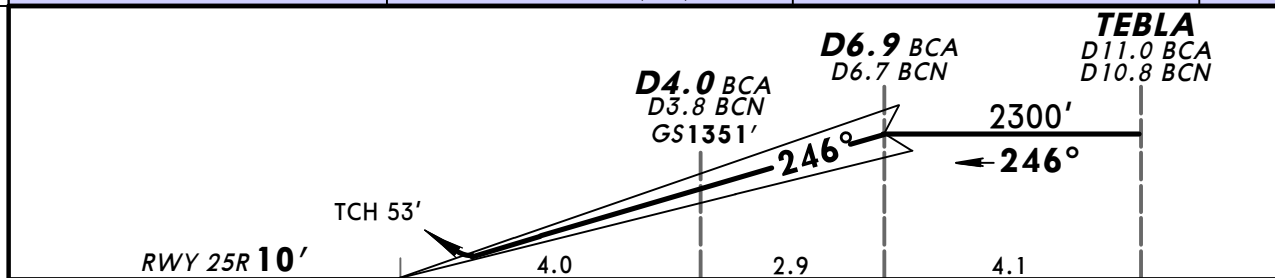
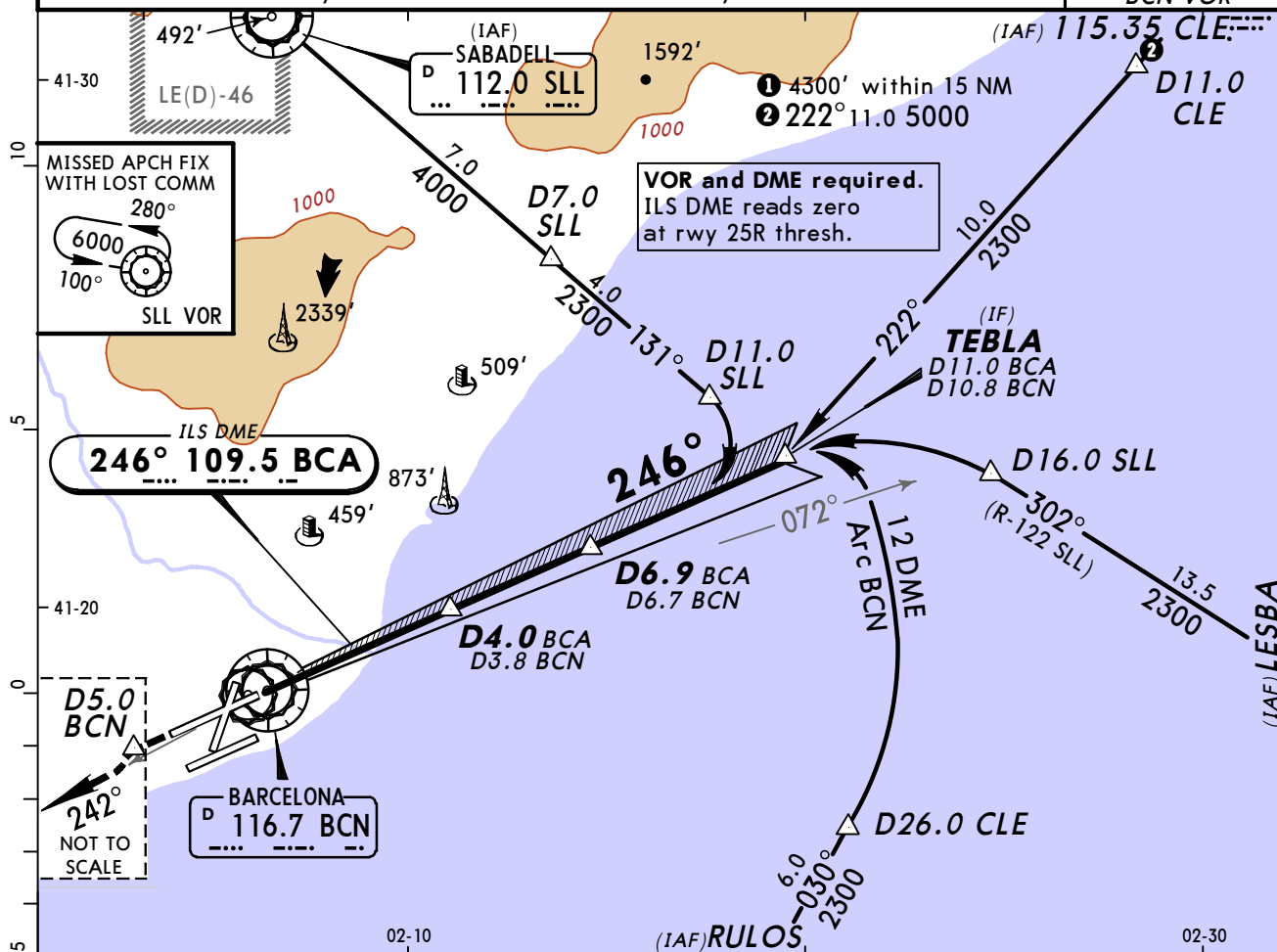
BARCELONA, SPAIN
ILS Rwy 25R

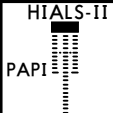
ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82	SC 121.65
LOC BCA 109.5	Final Apch Crs 246°	GS D4.0 BCA 1351' (1341')	DA(H) Refer to Minimums	Apt Elev 14' RWY 10'		

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

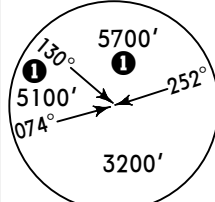
Gnd speed-Kts	70	90	100	120	140	160			D5.0 BCN on Rwy hdg	
GS	3.00°	372	478	531	637	743				

Standard		STRAIGHT-IN LANDING RWY 25R			CIRCLE-TO-LAND	
DA(H) A: 215' (205') C: 235' (225') B: 227' (217') D: 246' (236')					Not authorized Northwest of airport	
FULL		Limited		ALS out		
A	RVR 550m	RVR 750m	RVR 1200m	Max Kts	MDA(H) _____ VIS _____	
B				100	580' (566') 1500m	
C				135	700' (686') 1600m	
D				180	1080' (1066') 2400m	
				205	1300' (1286') 3600m	

LEBL/BCN
EL PRAT

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

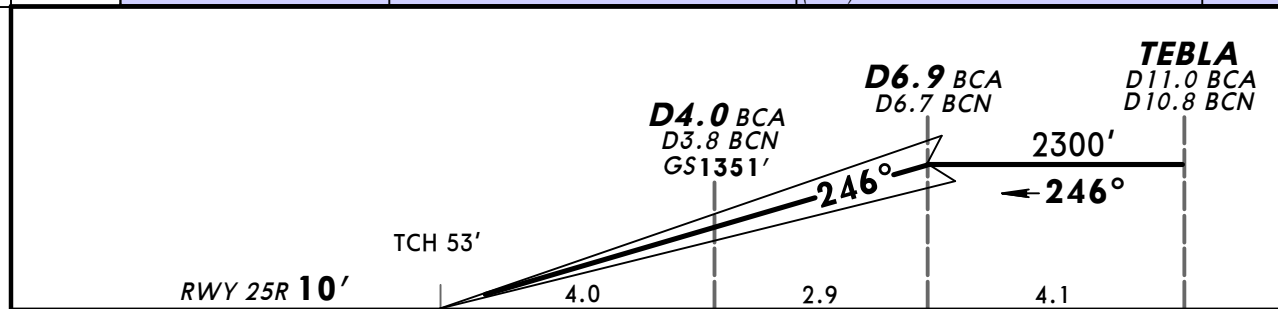
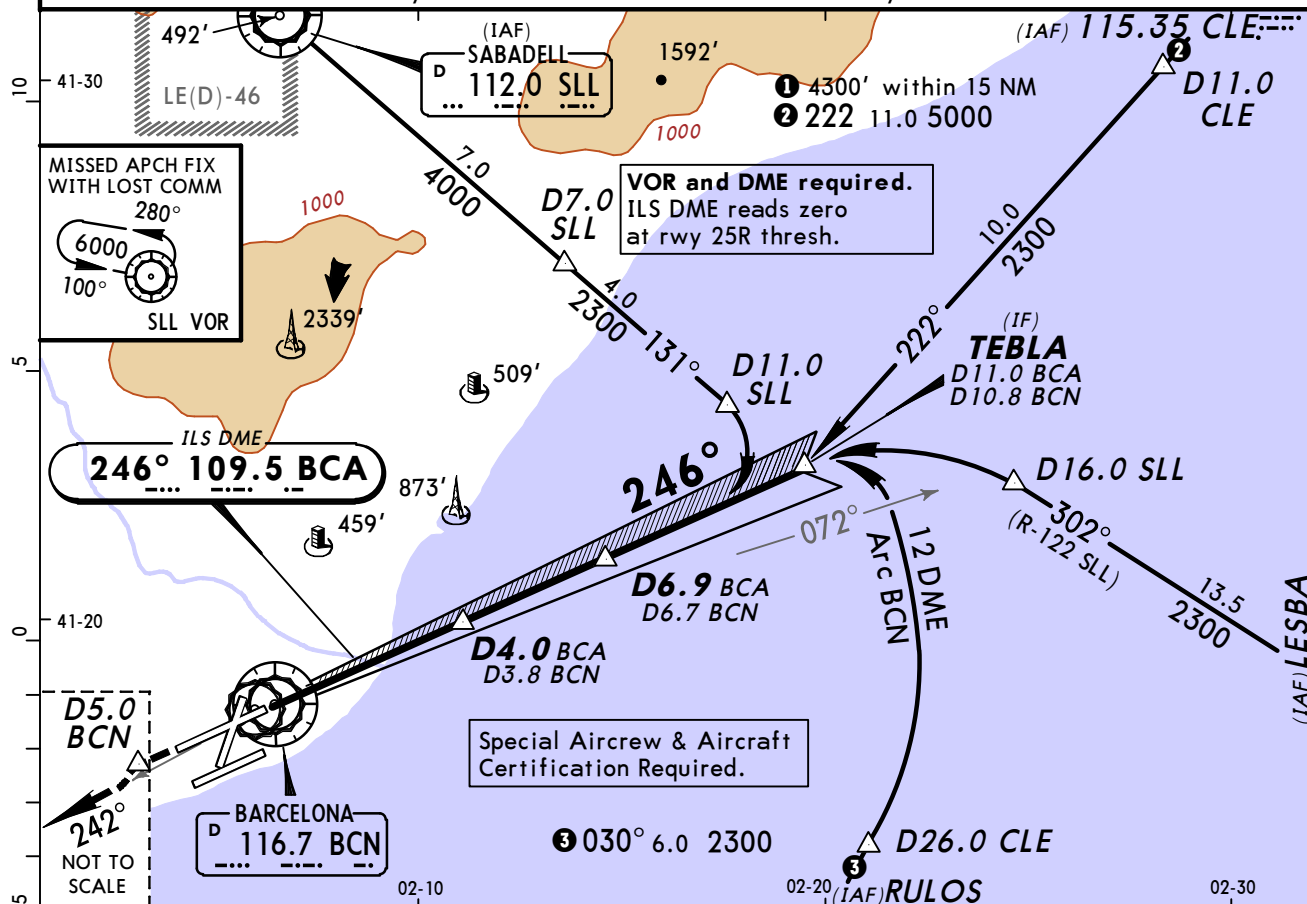
BARCELONA, SPAIN
CAT II/III ILS Rwy 25R

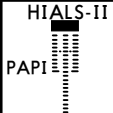
ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1	N 121.7	SS Tower (GND) 122.22	SN 122.82	SC 121.65
LOC BCA 109.5	Final Apch Crs 246°	GS D4.0 BCA 1351' (1341')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14' RWY 10'	 MSA BCN VOR	

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'

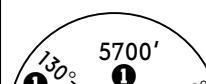


Gnd speed-Kts	70	90	100	120	140	160			D5.0 BCN on Rwy hdg
GS	3.00°	372	478	531	637	743			

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

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

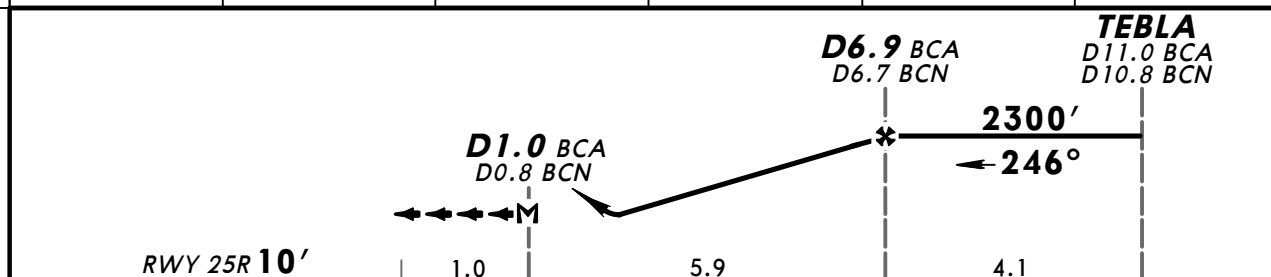
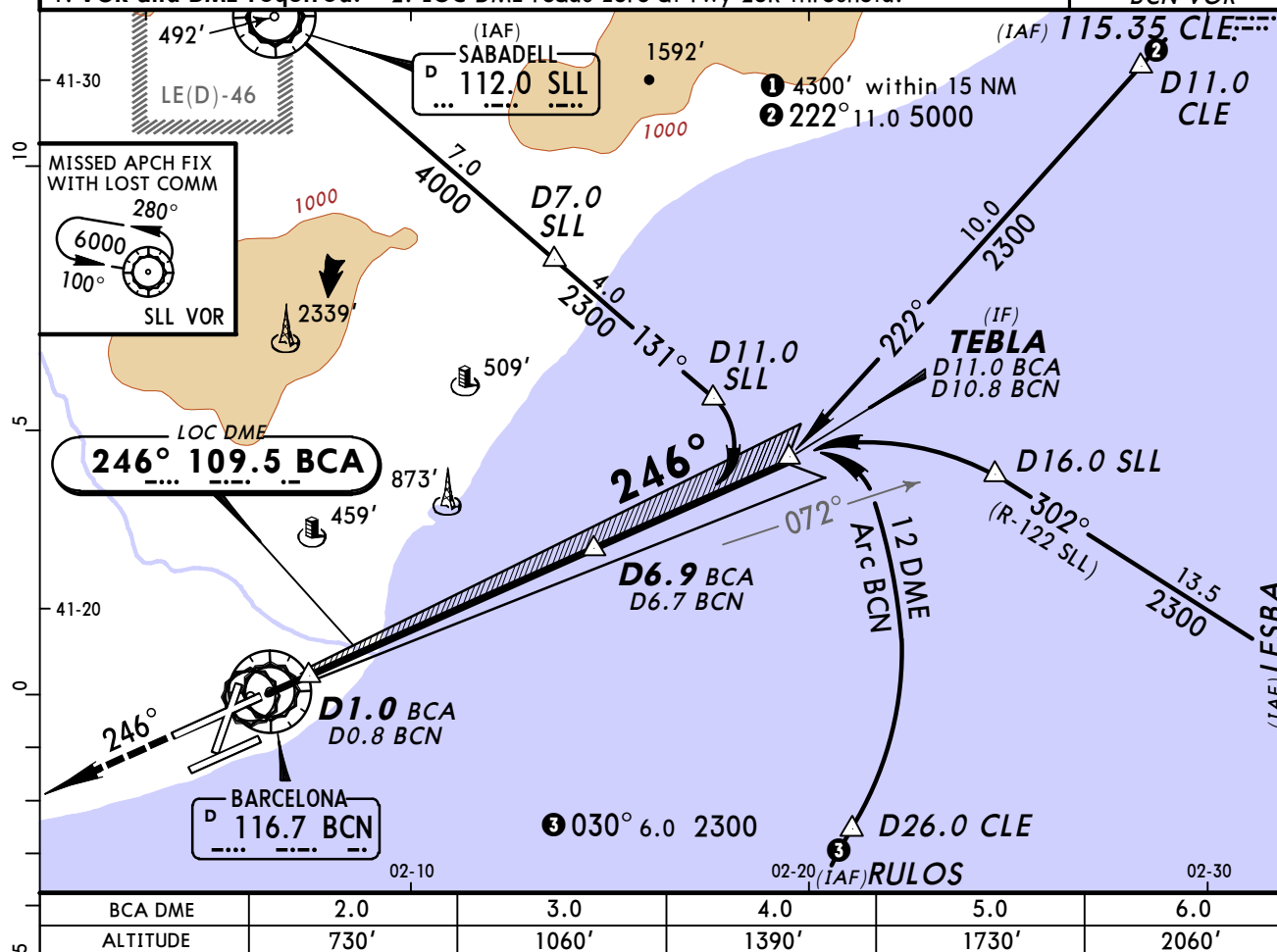
LEBL/BCN
EL PRATJEPPESEN
28 SEP 12 (11-6)BARCELONA, SPAIN
LOC Rwy 25R

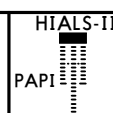
ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	121.7 ^N	122.22 ^{SS}	122.82 ^{SN}	121.65 ^{SC}
LOC BCA 109.5	Final Apch Crs 246°	Minimum Alt D6.9 BCA 2300' (2290')	DA(H) 530' (520')	Apt Elev 14' RWY 10'		
MISSED APCH: Climb on R-246 BCN to 3000' and as directed.						

MISSED APCH WITH LOST COMM: Climb on R-246 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

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

1. VOR and DME required. 2. LOC DME reads zero at rwy 25R threshold.

MSA
BCN VOR

Gnd speed-Kts	70	90	100	120	140	160		3000' on 116.7 R-246
Descent Angle 3.13°	388	498	554	665	775	886		
MAP at D1.0 BCA/D0.8 BCN								

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

RVR 1500m

RVR 1600m

CMV 2400m

PANS OPS

CHANGES: Communications. Minimums.

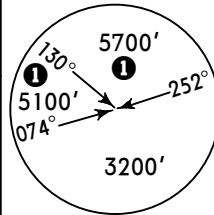
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LEBL/BCN
EL PRATJEPPESEN
28 SEP 12 (13-1)BARCELONA, SPAIN
VOR Rwy 02

™

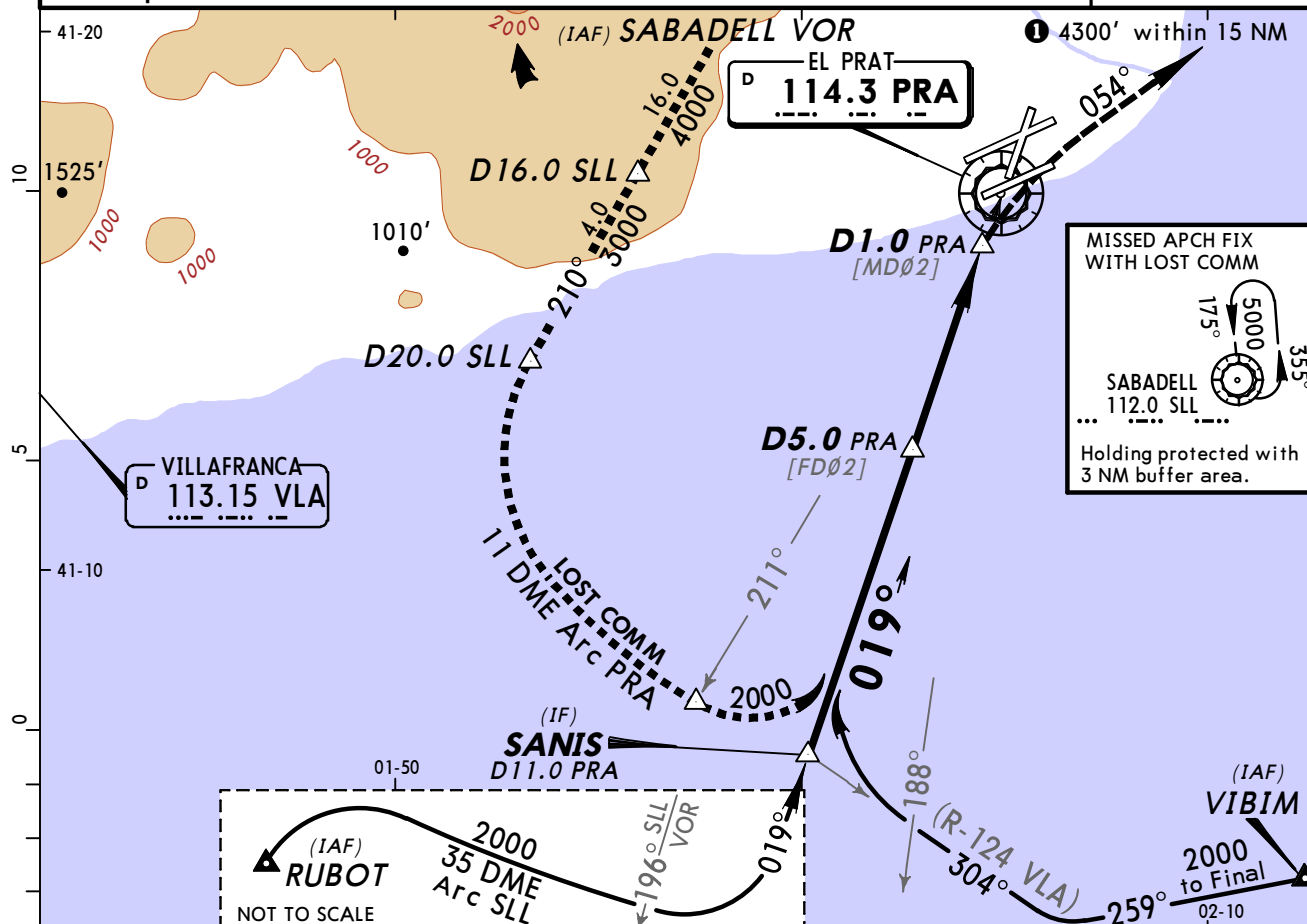
BRIEFING STRIP

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82	SC 121.65
VOR PRA 114.3	Final Apch Crs 019°	Minimum Alt D5.0 PRA 1800' (1786')	DA(H) 500' (486')	Apt Elev 14'		
MISSED APCH: Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 3000' and as directed.						
MISSED APCH WITH LOST COMM: Immediately turn RIGHT (MAX 185 KT) to intercept R-054 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.						
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'			
DME required.						

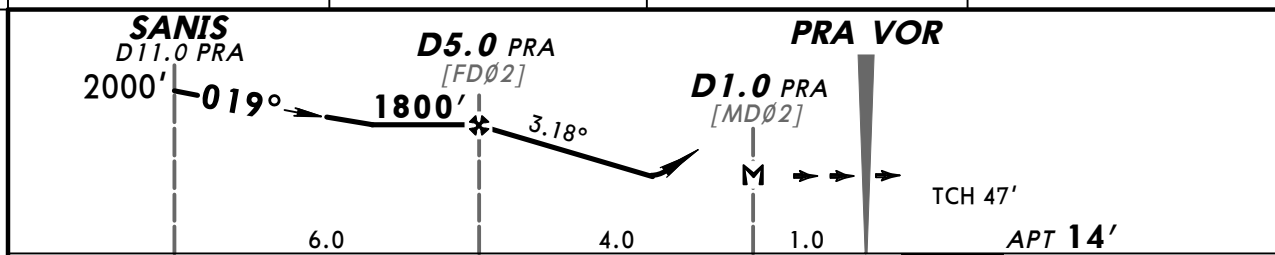


5700'
5100'
3200'
130°
252°
074°

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 PAPI	3000'	185 KT MAX	PRA 114.3 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 _____	
A	RVR 1500m		RVR 1500m		100	580' (566') 1500m	
135					700' (686') 1600m		
C			CMV 2300m		180	1080' (1066') 2400m	
D					205	1300' (1286') 3600m	

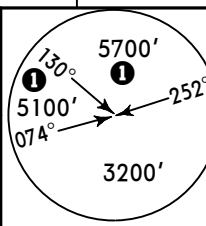
CHANGES: Communications. Minimums.

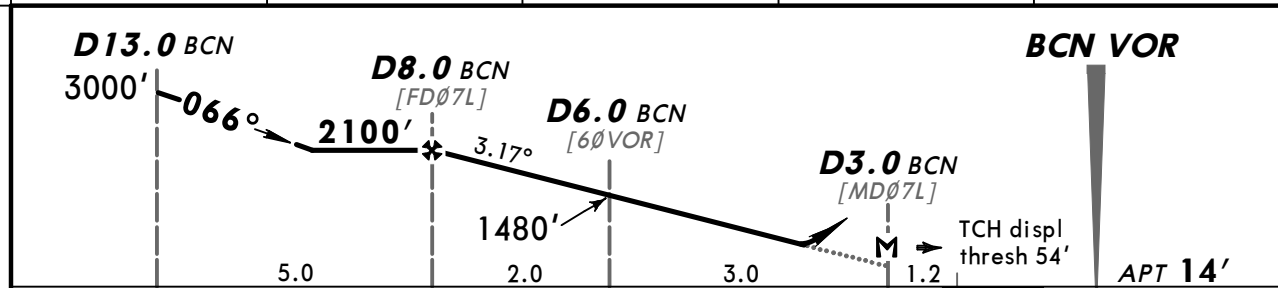
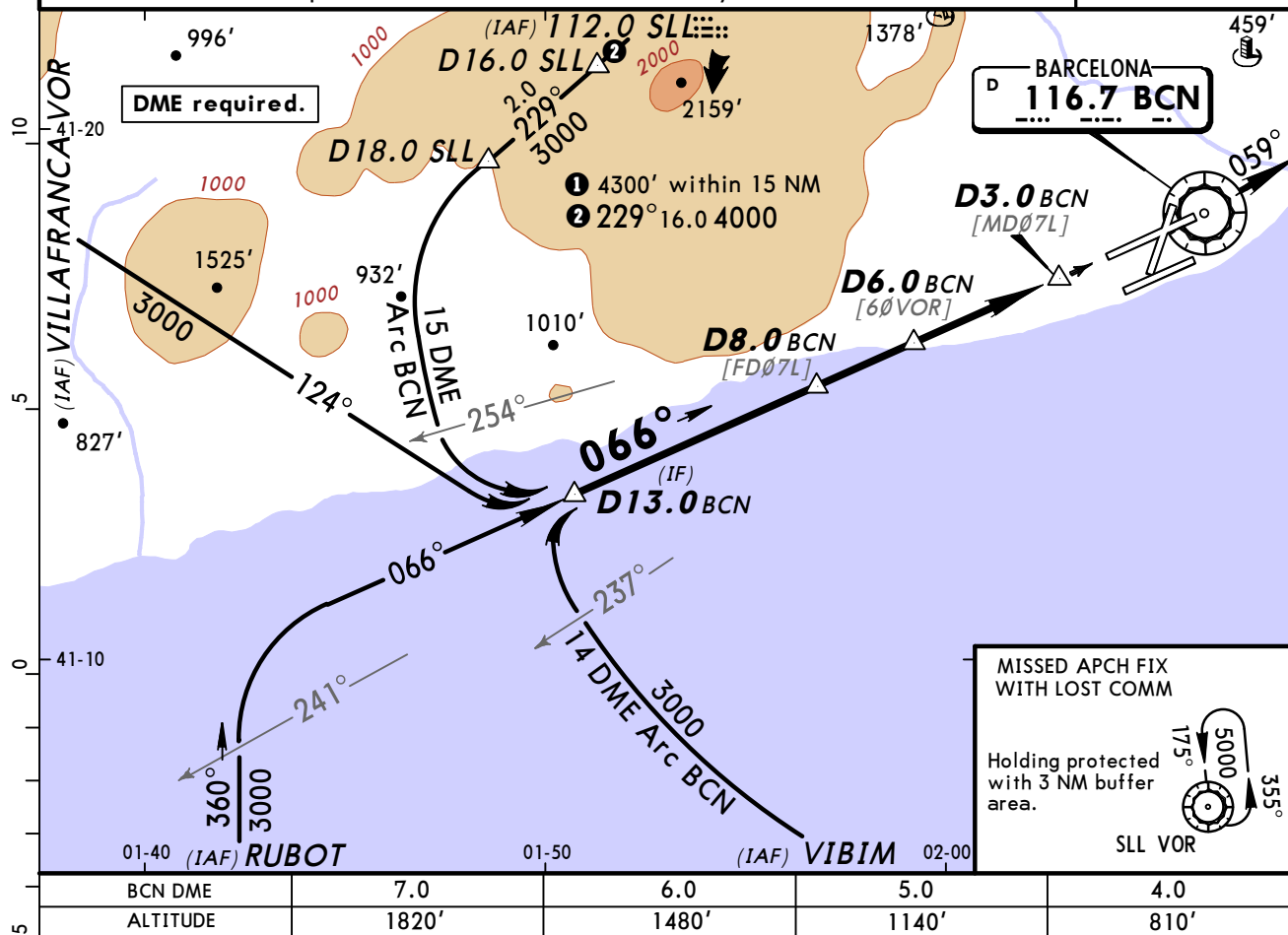
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LEBL/BCN
EL PRAT

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 121.7	SS 122.22	SN 122.82	SC 121.65
VOR BCN 116.7	Final Aptch Crs 066°	Minimum Alt D8.0 BCN 2100' (2086')	DA(H) 480' (466')	Apt Elev 14'		
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.						
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.						
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'		MSA BCN VOR	

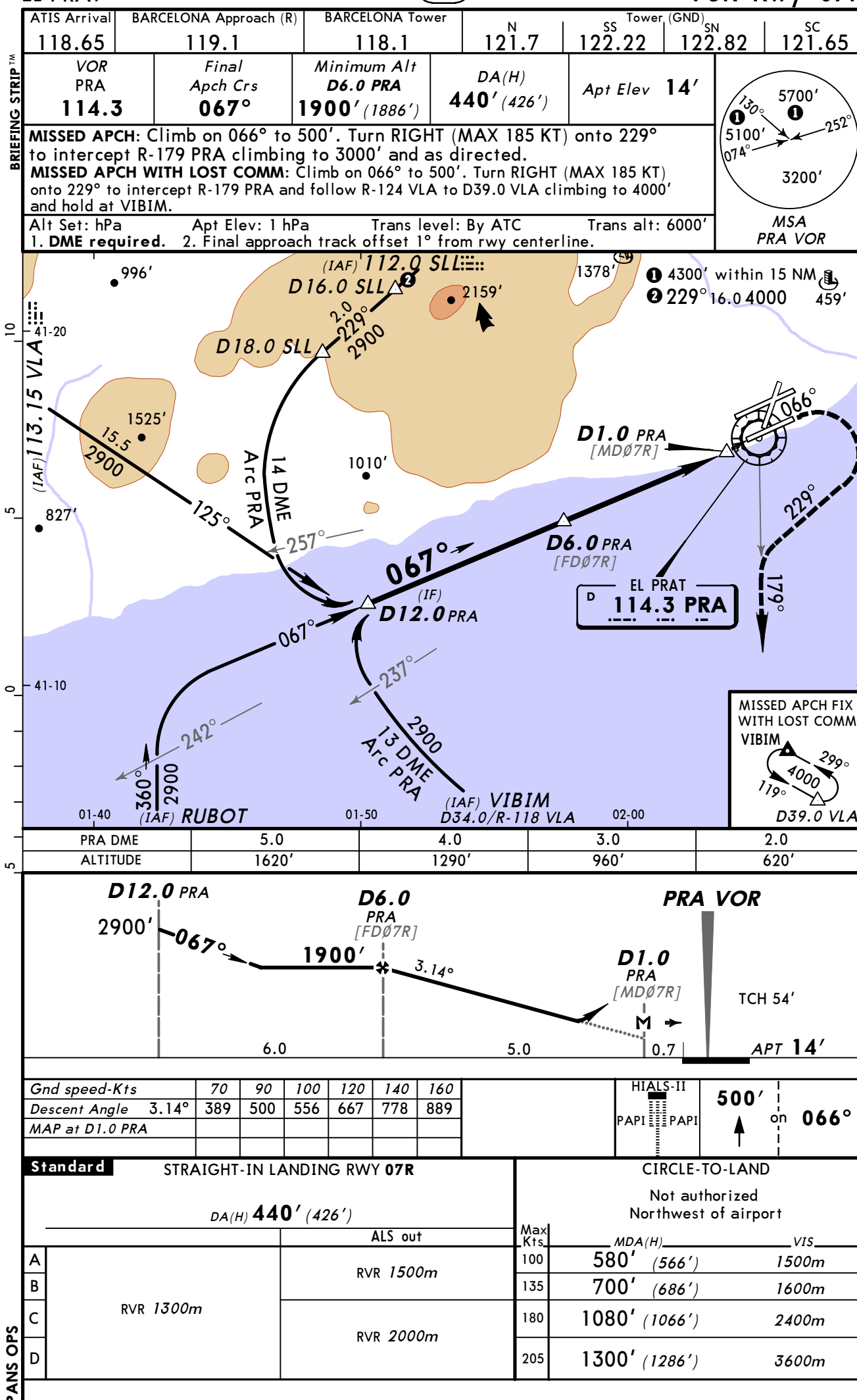


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		BCN 116.7	3000'	BCN 116.7
Descent Angle 3.17°	393	505	561	673	785	897	PAPI		↑	↑	on R-059
MAP at D3.0 BCN											

Standard STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
DA(H) 480' (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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EL PRATJEPPESEN
28 SEP 12 (13-3)BARCELONA, SPAIN
VOR Rwy 07R

CHANGES: Apt name, Communications, Minimums.

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BARCELONA, SPAIN
VOR Rwy 25L

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

BRIEFING STRIP™

5.

HIALS-II

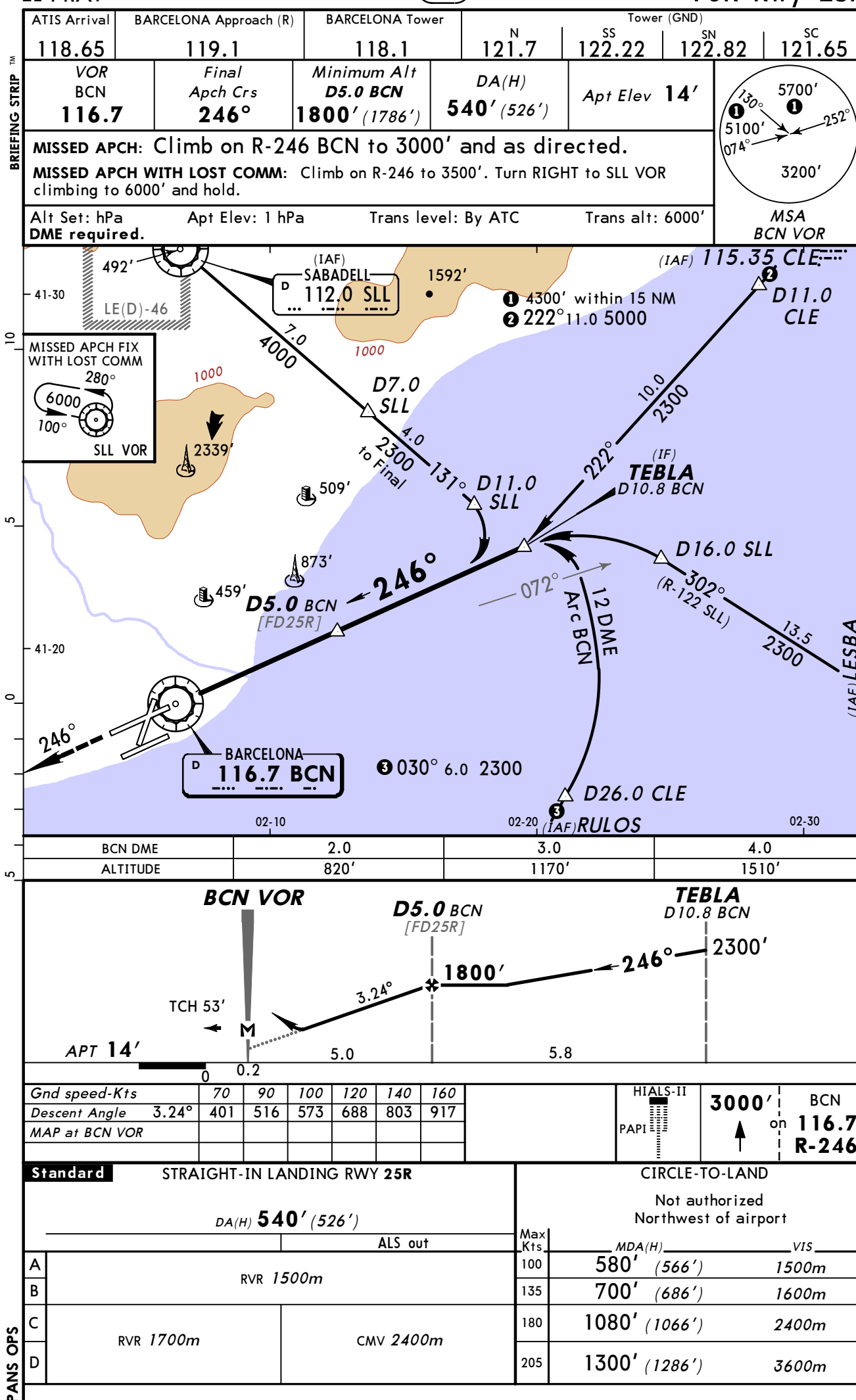
PAPI PAPI

CIRCLE-TO-LAND

Not authorized
Northwest of airport

PANS OPS

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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: 20130919

End Date: No end date

Rwy 07L: PAPI-R changed to PAPI.

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.