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Airport Information For LEBL

Terminal Charts For LEBL

Revision Letter For Cycle 13-2014

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: 0419 Z
Sunset: 1929 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: 8 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

D-ATIS Arrival 118.65

D-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 1.9km/1NM;
- 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 20 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

1.2.3. RUN-UP TESTS

Run-up tests higher than idle regime may be accomplished at the engine test area established for such purpose:

- TWY T2 nosing to the West in parallel direction to RWY 07L/25R.
- TWY M1 nosing to the East in parallel direction to RWY 07L/25R.

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 or 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).

1. GENERAL

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.

1.3.2. 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.

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.

MOVEMENTS TO/FROM RAMPS 30 & 32

General taxiing directions on TWYs as described above except for the following cases:

From ramps 13, 14, 15, 17 and 18 the taxiing direction on TWY D is to the North. TWY U is bidirectional. Taxiing direction on TWY P1 is to the North.

1. GENERAL

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.

- 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.

MOVEMENTS TO/FROM RAMPS 30 & 32

General taxiing directions on TWYs as described above except for the following cases:

TWY K from K5 to K7 is bidirectional. The taxiing direction in TWY U is to the East.

The taxiing direction in TWY P1 is to the South.

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.

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 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.

MOVEMENTS TO/FROM RAMPS 30 & 32

General taxiing directions on TWYs as described above except for the following cases:

TWY K from K5 to K7 is bi-directional. The taxiing direction in TWY U is to the East.

The taxiing direction in TWY P1 is to the South.

RWY 25R:

- **GENERAL:**

Arrival and departure RWY is 25R.

General taxiing direction on TWY D is North.

General taxiing direction on TWY E is South.

General taxiing direction on TWYs J and T is West.

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

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

- **ARRIVAL:**

All ACFT will leave the landing RWY to the North, regardless of the Terminal in which they have the assigned stand. The RWY exits to the South are not available.

ACFT will notify when the LSA is vacated, as well as their position, as soon as the pilot leaves behind the last yellow marker (from the alternate series of green and yellow markers) of the RWY exit centerline being used. In this position they will hold, and keep the safety distance from the TWY T and outside the LSA.

ACFT with stand assigned in T2 will incorporate, according to the taxiing direction, to the TWY S or the TWY T, to enter to apron through the gate that ATC indicates. ACFT with parking position assigned in T1 will taxi via TWY T to the West up to S14, where they will maintain position until receiving instructions to cross RWY 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.

1. GENERAL

- 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.

1.5. TAXI PROCEDURES

1.5.1. GENERAL

TWY AN restricted to MAX Code B ACFT.

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

TWYs BA, GA, KA, L8 thru L11, P1, Q7, Q8, U1 thru U6 and UB restricted to MAX Code E ACFT.

If any ACFT stopped in TWY P1, TWY segment between TWYs S1 and S2 restricted to Max Code E ACFT.

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. GENERAL

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. CODE F ACFT TAXI PROCEDURES

Code F ACFT must taxi with its external engines in idle regime on TWYs T3 through T14.

As there is less than 4.5m between the outer wheel of the main gear of Code F ACFT and the TWY edge, the movement of Code 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.

Code F ACFT shall taxi following the standard routes to access to stands.

There are some TWYs with taxiing restrictions to Code F ACFT (certified to Code E ACFT), due to a reduced length to an object or TWY width (see chart 10-9A1).

At TWYs with restrictions, ACFT shall not leave the TWY centerline.

ACFT must approach as much as possible the holding position and/or the stop bar.

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 37A, 38A, 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.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

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

Speed adjustments on approach:

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

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

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

Non-compliance may result in sanctions to ACFT operators.

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

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

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

Plan descent to leave the IAF, or equivalent position, at FL 70 or above to execute an uninterrupted descent to RWY, using a low resistance/thrust procedure. Accomplish changes of ACFT configuration and speed reductions gradually and at an adequate altitude to avoid unnecessary power increases at low height.

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

2.2.2. REVERSE THRUST

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

2.3. CAT II/III OPERATIONS

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

2. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

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

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

RWY	Rapid Exit	ACFT	Dist from THR
07L	ZA	all	6115' (1864m)
	BA	light & medium	4282' (1305m)
	R2	light & medium	3448' (1051m)
	CA	light	3100' (945m)
	R4	light	2464' (751m)
07R	G4	all	6736' (2053m)
	G5	all	5587' (1703m)
	G6	light & medium	4600' (1402m)
25L	G9	all	6736' (2053m)
	G8	all	5587' (1703m)
	G7	light & medium	4600' (1402m)
25R	GA	all	6929' (2112m)
	R6	all	6736' (2053m)
	R5	all	5587' (1703m)
	EB	light & medium	5305' (1617m)
	R3	light & medium	4623' (1409m)
	CB	light & medium	4183' (1275m)

Otherwise, the following exit TWYs to vacate the corresponding RWY:

RWY	Rapid Exit	ACFT	Dist from THR
02	UB	all	6690' (2039m)
07L	R1	all	5449' (1661m)
25R	KA	all	10,223' (3116m)

In crossed operations ACFT not able to leave RWY 07L before crossing RWY 02/20 shall maintain constant speed in order to accelerate at the crossing with the RWY and to leave via TWY R1 if parking stand is at Terminal T1 or via TWY ZA if parking stand is at Terminal T2.

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

2.4.2. ATC PROCEDURES

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

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

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

2. ARRIVAL

2.5. TAXI PROCEDURES

2.5.1. GENERAL

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

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

2.5.2. EAST CONFIGURATION

2.5.2.1. TAXIING TO TERMINAL T1

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

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

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

2.5.2.2. TAXIING TO TERMINAL T2

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

2.5.3. WEST CONFIGURATION

2.5.3.1. TAXIING TO TERMINAL T1

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

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

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

2.5.3.2. TAXIING TO TERMINAL T2

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

2.6. COMMUNICATION FAILURE

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

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

- SLL for RWYs 02, 07L and 25R;
- VIBIM for RWY 07R;
- RULOS for RWY 25L;

accomplish a new APCH and land.

2.7. OTHER INFORMATION

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

3. DEPARTURE

3.1. DE-ICING

3.1.1. GENERAL

Two ACFT de-icing areas have been established for ACFT type D or below on Ramp 17 stand 425 and Ramp 18 stands 500 and 502. The assignment of the stands will be made according with the size and the handling agent assigned to the ACFT. TWY J10 with facing nose to West has been established as contingency de-icing area in case of saturation.

De-icing of ACFT types E and F will be carried out in the stand where they be parked.

3.1.2. OPERATION IN DE-ICING AREA

When the pilot requires clearance to start-up, the need for de-icing operation will be reported.

Pilots will maintain permanent watch on Tower (GND) S frequency during de-icing operation.

Once the de-icing operation is finished, pilots will notify to Tower (GND) S "Ready for departure" and, when cleared, will vacate as soon as possible the spraying area.

ACFT affected by flow control measures and with assigned approved departure time will have priority over another kind of traffic not affected by restrictions.

Clearance for the entry to the de-icing area will be granted when an ACFT occupying a stand on this area has vacated it after having finished its operation.

Pilots in command will make sure that the ACFT is properly located on the stand in order to safeguard the movement of the de-icing equipments.

De-icing operation of ACFT will be carried out with idle engine regime and ready for take-off situation or stopped engines using ACFT APU. For the de-icing operation of a 4-engines ACFT, according to the presence of ice at the back side of the ACFT, pilot can be required by the agent in charge of the de-icing operation in order to turn off some of the outer engines.

When an ACFT cannot leave the de-icing area by its own, its responsible operator shall compulsory remove it immediately from mentioned area according with the established procedure with its handling agent.

An operator of the handling agent (or the company, if it is required by his own procedures) will communicate with the pilot in command of the ACFT by means of communication JACK, reporting the de-icing service conclusion.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. START-UP

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

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

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

- Request start-up clearance and report the need for performing a cross-bleed start if it is required;
- Report the type and series of the ACFT, the stand and the ATIS message received;
- Request delay information for engine start-up;
- Receive ATC clearances;
- Report possible restriction to comply with local regulations (RNAV equipment, take-off performance, etc.).

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

3. DEPARTURE

3.2.2. PUSH-BACK & TAXIING

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

All ACFT with a wingspan of 170'/52m or above or an overall height at or above 48'/14.86m will report ACFT type on the first call to BARCELONA Ground.

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

Engine cross-bleed start must be requested from BARCELONA Ground.

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

3.2.3 PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
37A, 38A	South (go-on with pull-forward compulsory)
A1 thru A12, E1, E23, F4 thru FE	East
60,63,64	West
200, 202	West (mandatory if stand 200R is occupied)
217	North (go-on with pull-forward compulsory for B777 ACFT)
245, 246, 250, 252	East
280	Mandatory West for Code D ACFT

3.2.4. TAKE-OFF FROM INTERSECTIONS AND START OF RWY 07L/25R

Pilots who request to take-off from start of RWY 07L or RWY 25R must inform ATC during the first contact with BARCELONA Ground. The standard intersections are: Z or Y for RWY 25R and W or V for RWY 07L.

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

3.3. STANDARD TAXI ROUTES

3.3.1. EAST CONFIGURATION

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

3.3.2. WEST CONFIGURATION

3.3.2.1. TAXIING FROM TERMINAL T1

RAMP 10, 11, 12 and 16:

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

RAMP 13, 14, 15, 17 and 18:

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

3.3.2.2. TAXIING FROM TERMINAL T2

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

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.4.1. GENERAL

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

Non-compliance may result in sanctions to ACFT operators.

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

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

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

3.4.2. TAKE-OFF

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

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

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

RWY 25L: In order to avoid excessive noises at the RWY centerline extension and except for safety reasons, the initial turning prescribed in the SID will begin latest upon reaching 500'. For this purpose, the bank & speed restriction has been published on SID charts.

Do not overshoot BCN R-235 on initial turn.

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

3.5. RWY OPERATIONS

3.5.1. PROCEDURES FOR NON-PREFERENTIAL RWYS

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

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

3.5.2. MINIMUM RWY OCCUPANCY TIMES

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

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

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

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

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

LEBL/BCN BARCELONA

JEPPESEN

1 JAN 10 10-1R

Eff 14 Jan

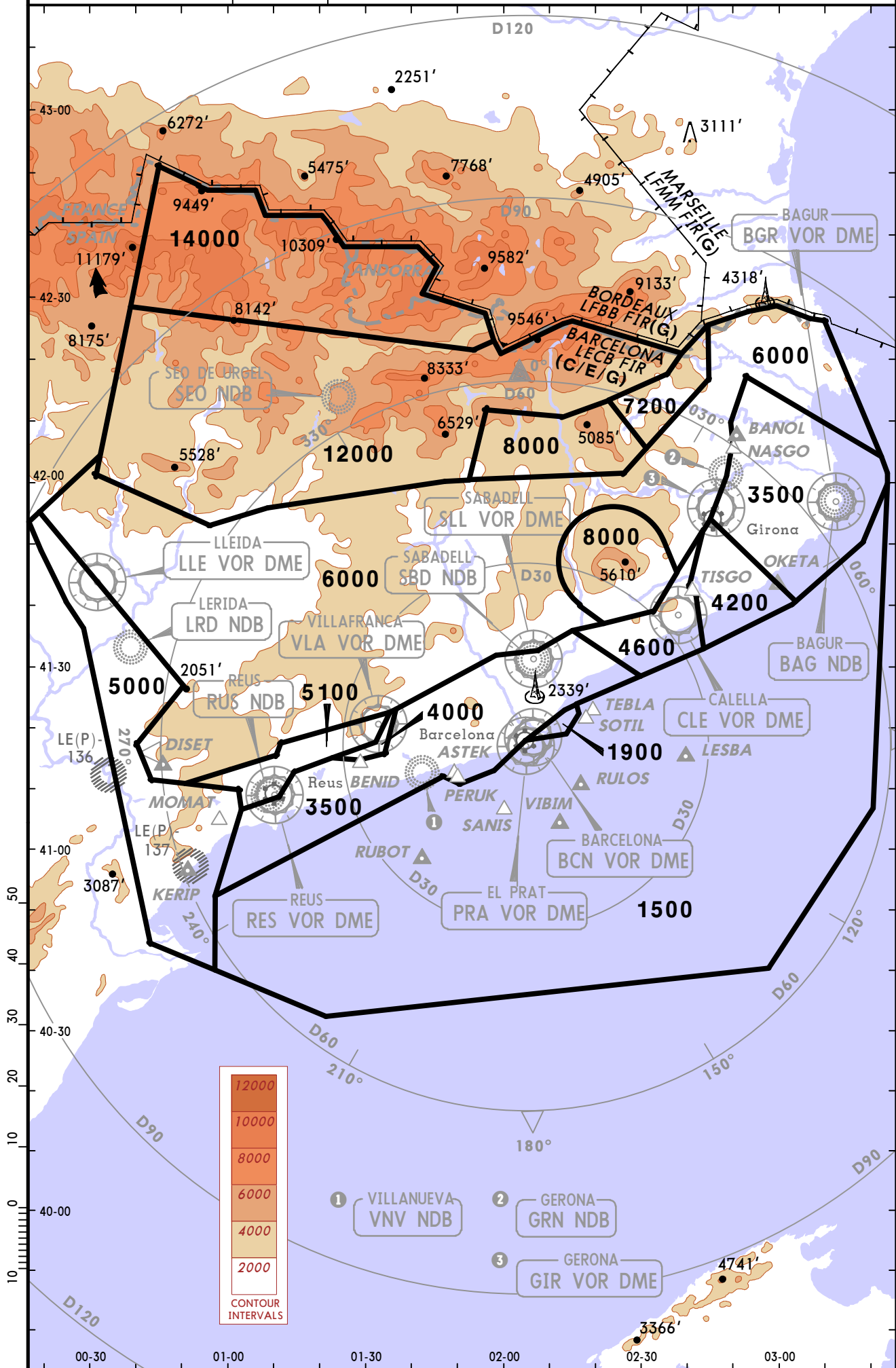
RADAR MINIMUM ALTITUDES

BARCELONA, SPAIN

BARCELONA Approach (R)
119.1

Apt Elev
14'

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



CHANGES: Sectors revised.

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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

ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'**BISBA THREE YANKEE (BISBA 3Y) [BISB3Y]****RWYS 25L/R RNAV ARRIVAL**

RNAV (DME/DME)

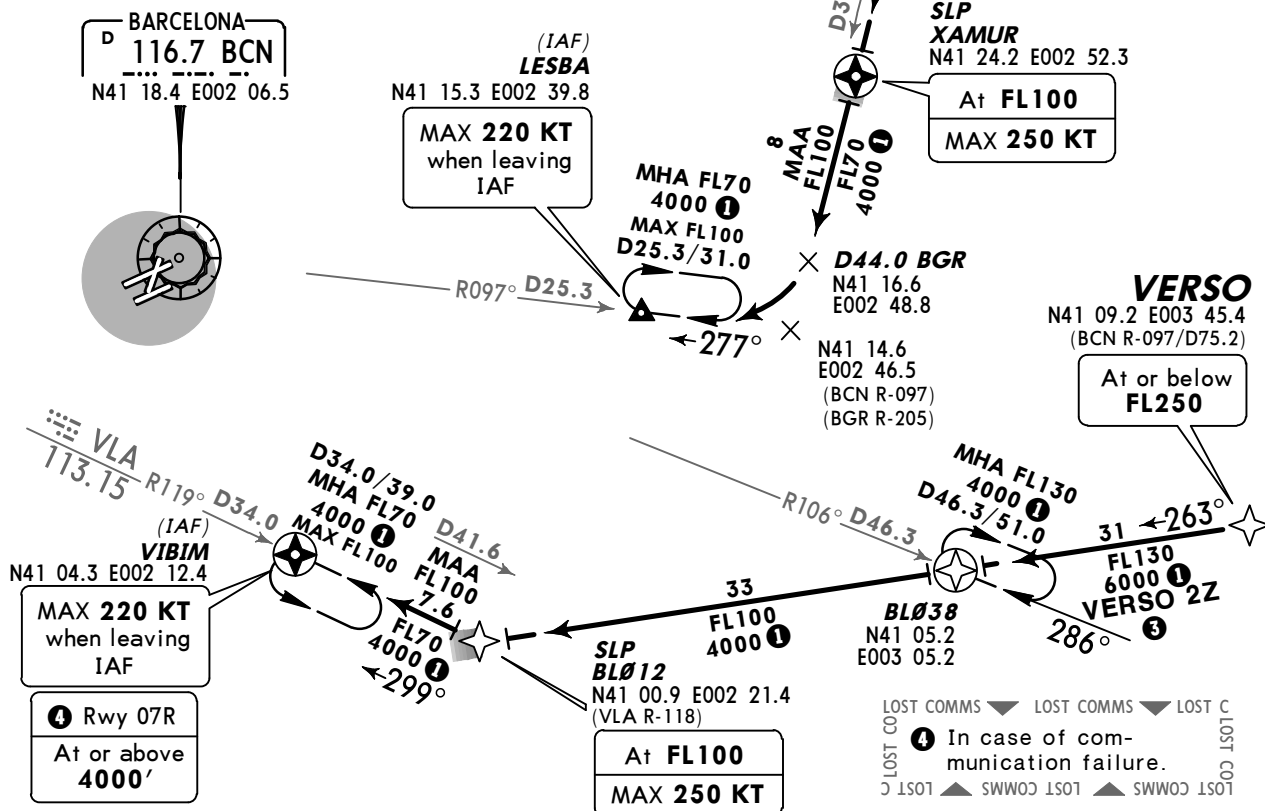
P-RNAV APPROVAL REQUIRED

VERSO TWO ZULU (VERSO 2Z) [VERS2Z] ③**RWYS 02, 07L/R RNAV ARRIVAL**

B-RNAV APPROVAL REQUIRED

WARNINGDo not proceed beyond
IAF without ATC clearance. **SLP** Speed Limit Point

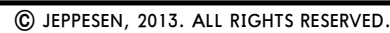
- ① MEA (MHA) by ATC
- ② Between BISBA & BL045
possible failure of DME/DME
coverage below FL80.
- ③ For aircraft equipped with avionics
that permit fly-by transitions.
In case no B-RNAV equipment with
fly-by capability is on board, report
on first call to BARCELONA
Clearance.

Direct distance from VIBIM to:
El Prat Apt 15NM

STAR	RWY	ROUTING
BISBA 3Y	25L/R	BISBA (FL250-) - BL045 (FL130+) - XAMUR (FL100; K250-) - on BGR R-205 to D44.0 BGR, turn RIGHT, intercept BCN R-097 inbound to LESBA.
VERSO 2Z	02, 07L/R	VERSO (FL250-) - BL038 - BL012 (FL100; K250-) - VIBIM (K220-; ④ RWY 07R: 4000'+).

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

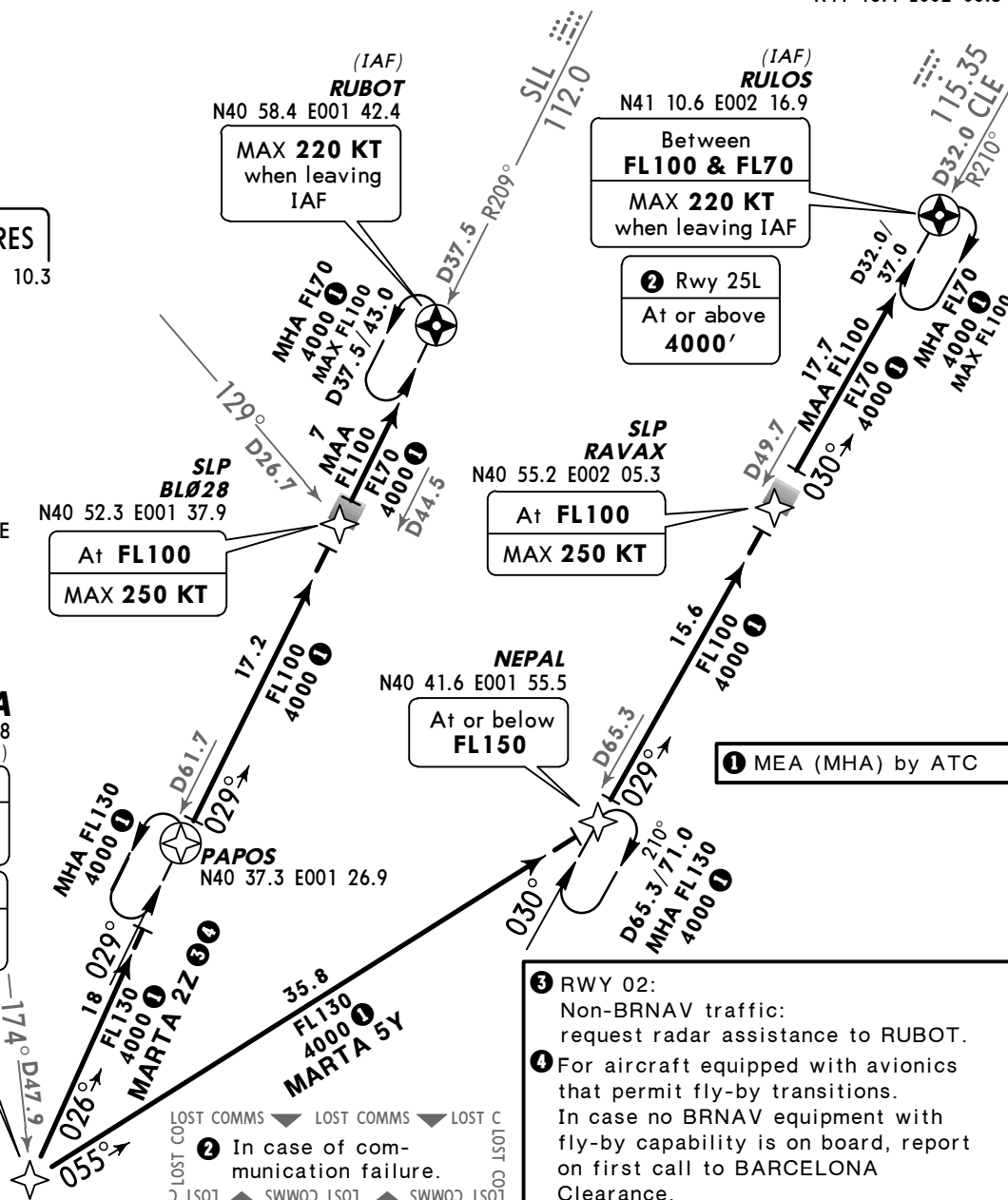
NOT TO SCALE

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-).

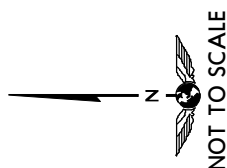
Alt Set: hPa
Trans level: By ATC Trans alt: 6000

**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



NOT TO SCALE

WARNINGDo not proceed beyond
IAF without ATC clearance.Direct distance from RUBOT to:
El Prat Apt 26NM**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

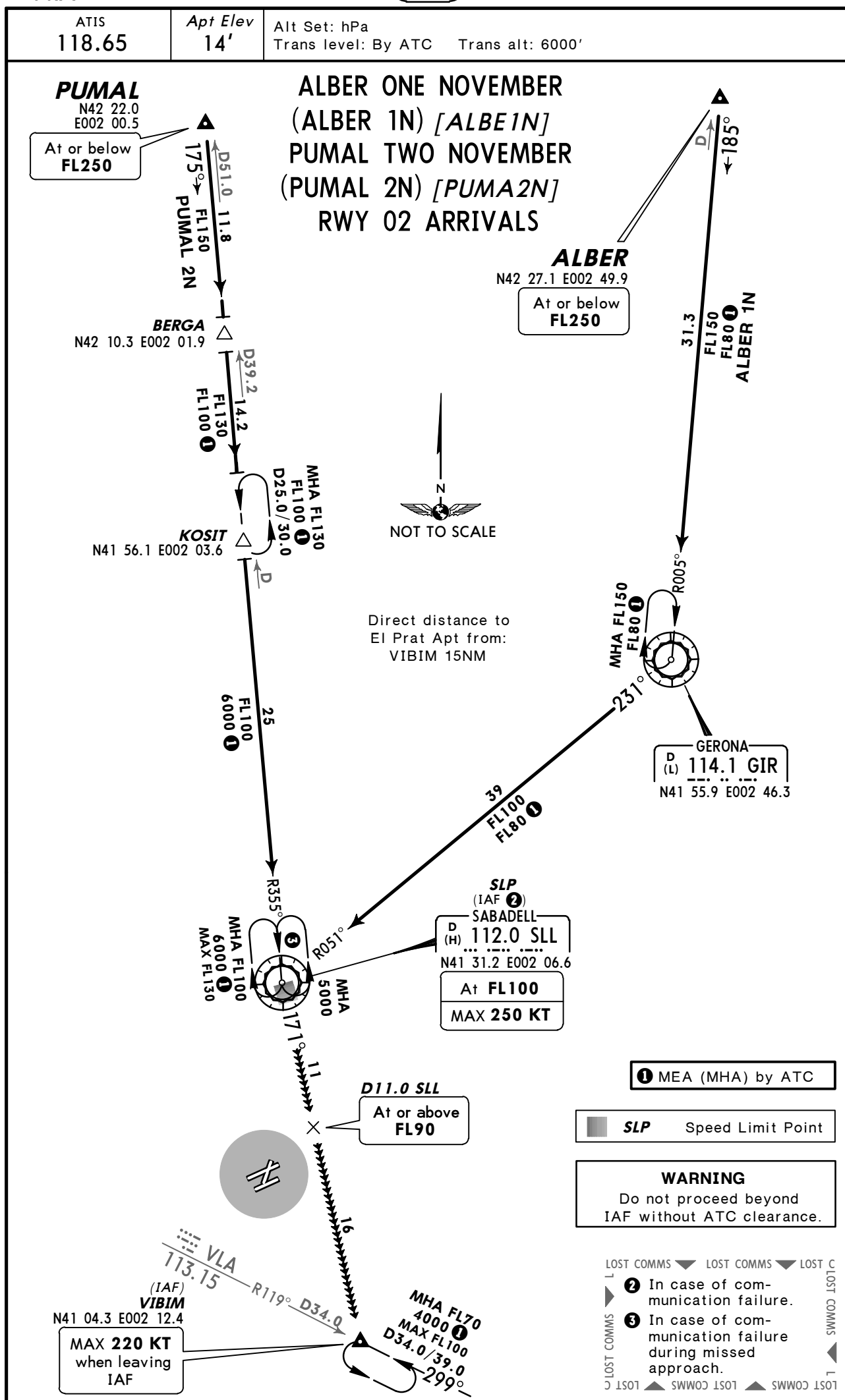
(IAF)
RUBOT
N40 58.4 E001 42.4
MAX 220 KT
when leaving
IAF

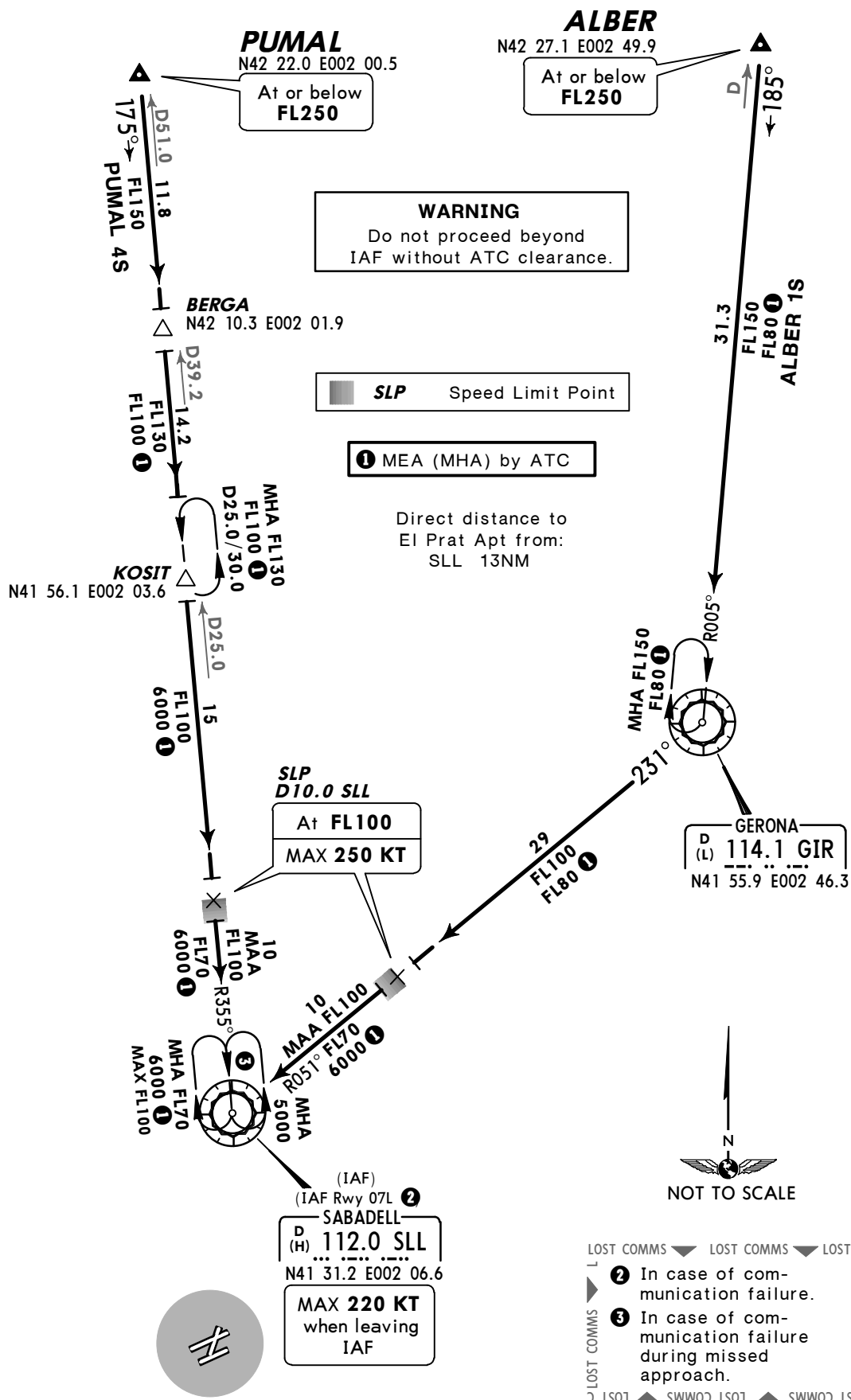
SLP
BL028
N40 52.3 E001 37.9
At FL100
MAX 250 KT

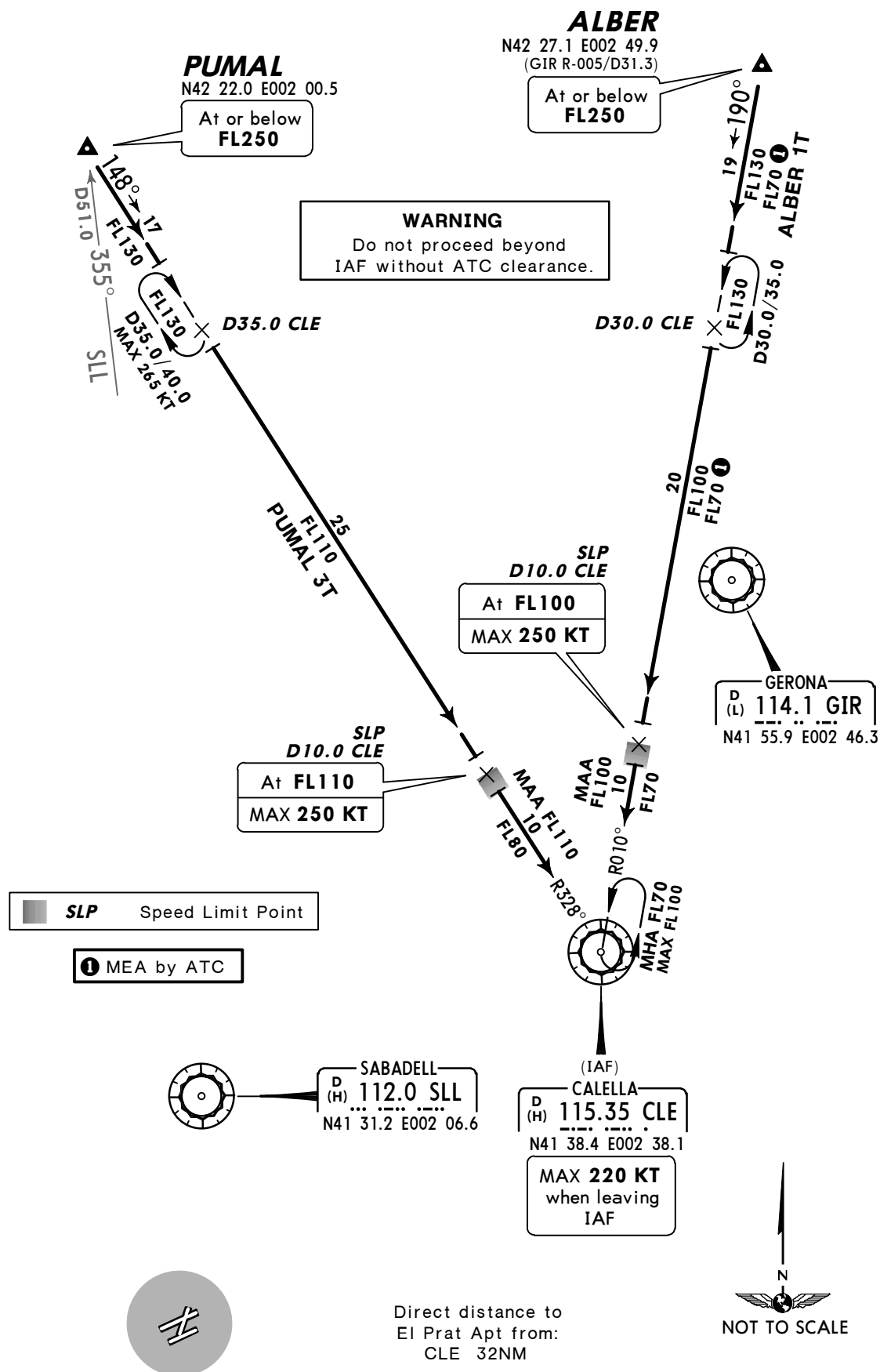
MATEX
N40 33.4 E000 15.9
At or below
FL250

65
FL130
5000

073°



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



NOT TO SCALE

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°
FL110
FL90 ①

RONAL

N41 45.7 E001 54.7

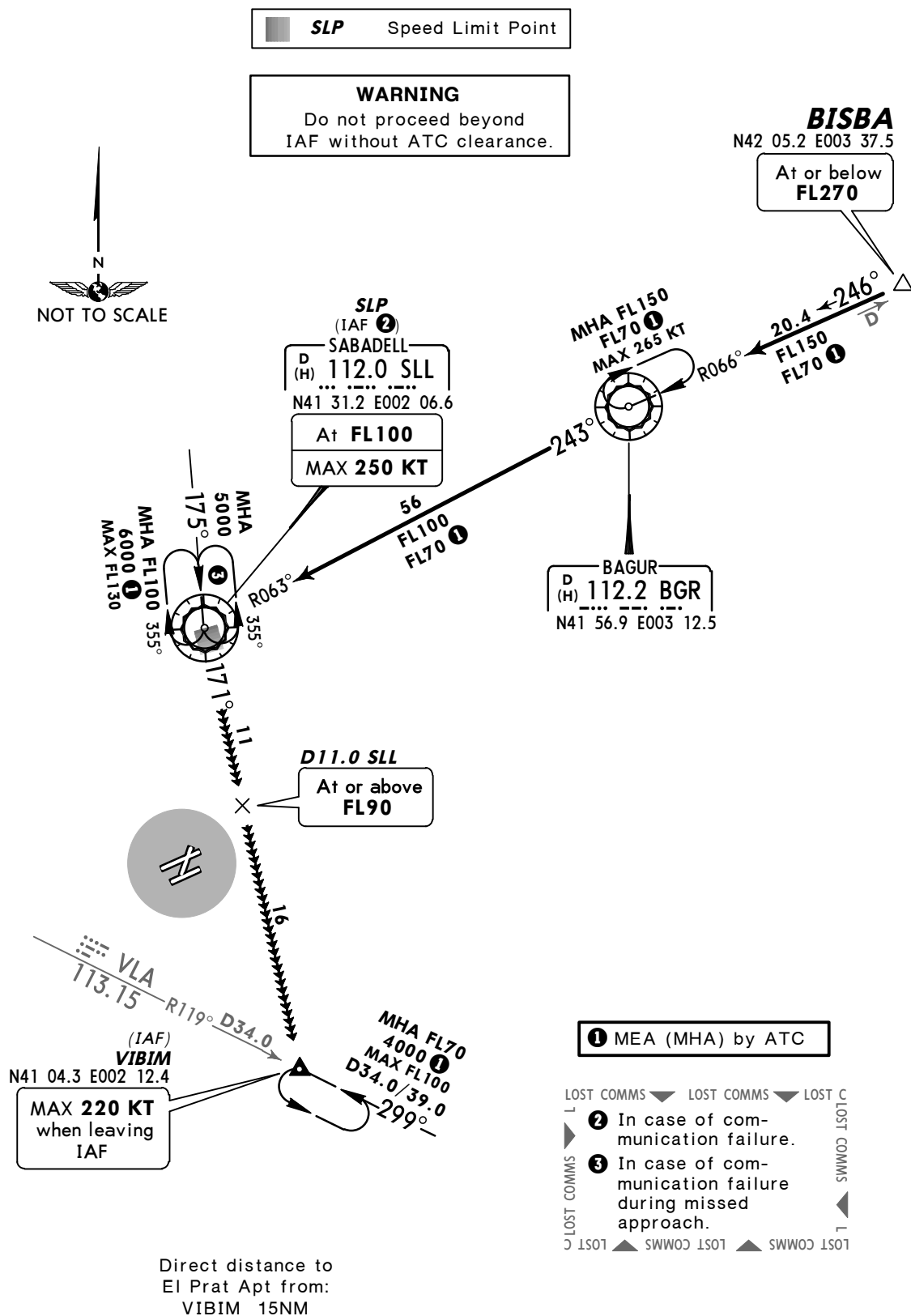
D30.0
FL100
6000 ①SLP
D10.0 VLA

MAX 250 KT

10
FL100
6000 ①107°
MHA FL70
6000 ①
MAX FL100

(IAF)

VILLA FRANCA
D (H) 113.15 VLA
N41 20.6 E001 32.9MAX 220 KT
when leaving
IAFSABADELL
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

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

❷ In case of communication failure.
 ❸ In case of communication failure during missed approach.

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

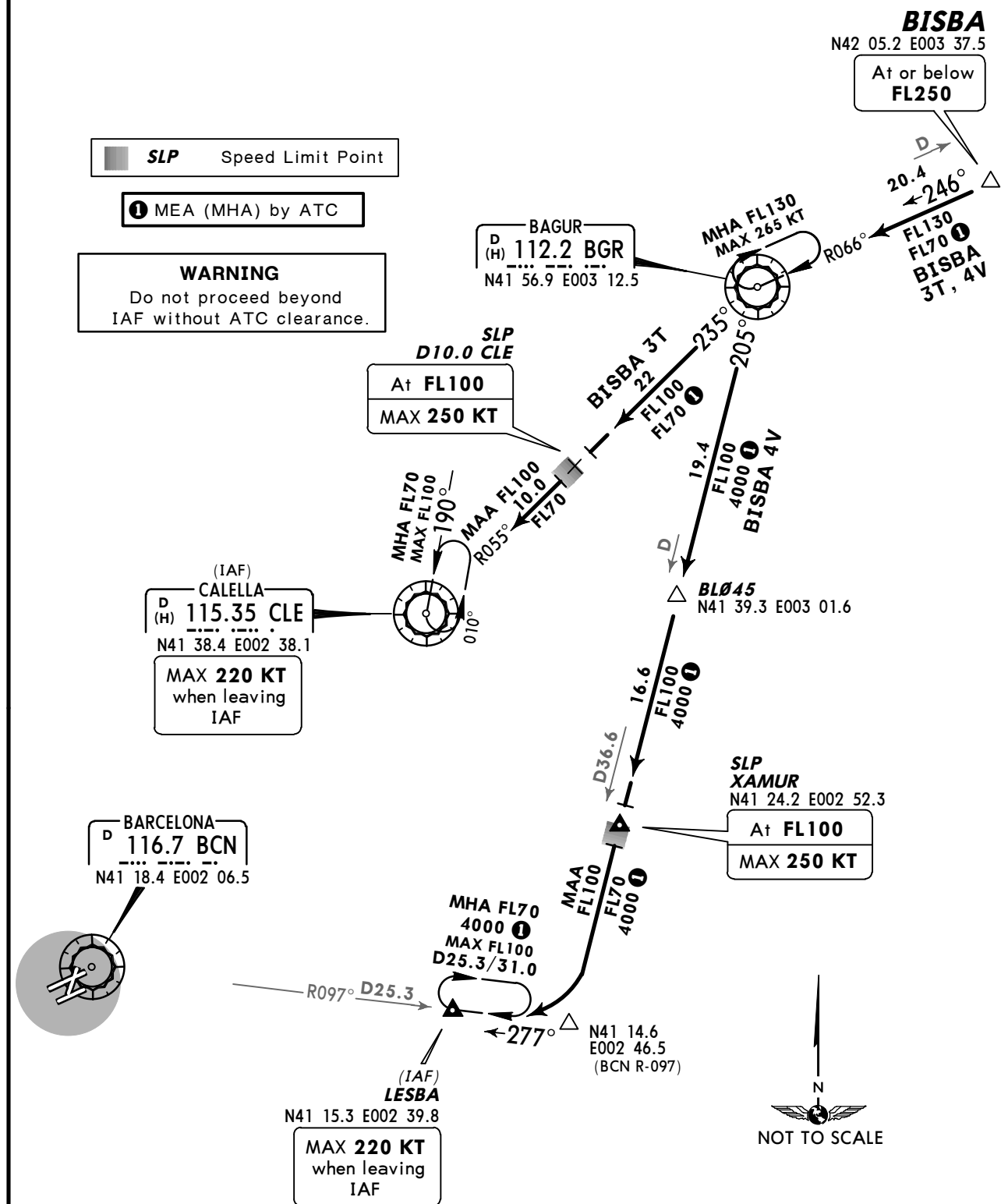
BISBA THREE TANGO (BISBA 3T) [BISB3T]
BISBA FOUR VICTOR (BISBA 4V) [BISB4V]
RWYS 25L/R ARRIVALS
BY ATC

■ SLP Speed Limit Point

① MEA (MHA) by ATC

WARNING

Do not proceed beyond
IAF without ATC clearance.



ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'VERSO ONE NOVEMBER (VERSO 1N) [VERS1N]
RWY 02 ARRIVAL

WARNING

Do not proceed beyond
IAF without ATC clearance.

SLP

Speed Limit Point

SLP
(IAF) ②

SABADELL

P (H) 112.0 SLL
N41 31.2 E002 06.6At FL100
MAX 250 KTMHA
5000

175°

355°

MHA FL100

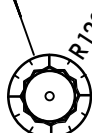
6000 ①

MAX FL130

BARCELONA

P 116.7 BCN
N41 18.4 E002 06.5

D11.0 SLL

At or above
FL90VLA
113.15
R119° D34.0
MHA FL70
4000 ①
MAX FL100
D34.0 39.0
299°
VIBIM
(IAF)
N41 04.3 E002 12.4
MAX 220 KT
when leaving
IAFCALELLA
P (H) 115.35 CLE
N41 38.4 E002 38.1

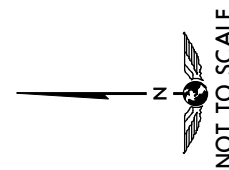
253°

25
FL100
6000 ②

R073°

Direct distance to
El Prat Apt from:
VIBIM 15NM

① MEA (MHA) by ATC

LOST COMMS
1 ▲ SWW03 LOST COMMS
2 ▼ LOST COMMS
3 ▼ LOST COMMS
In case of communication failure.
In case of communication failure during missed approach.

BCN

300°

097°

D75.2

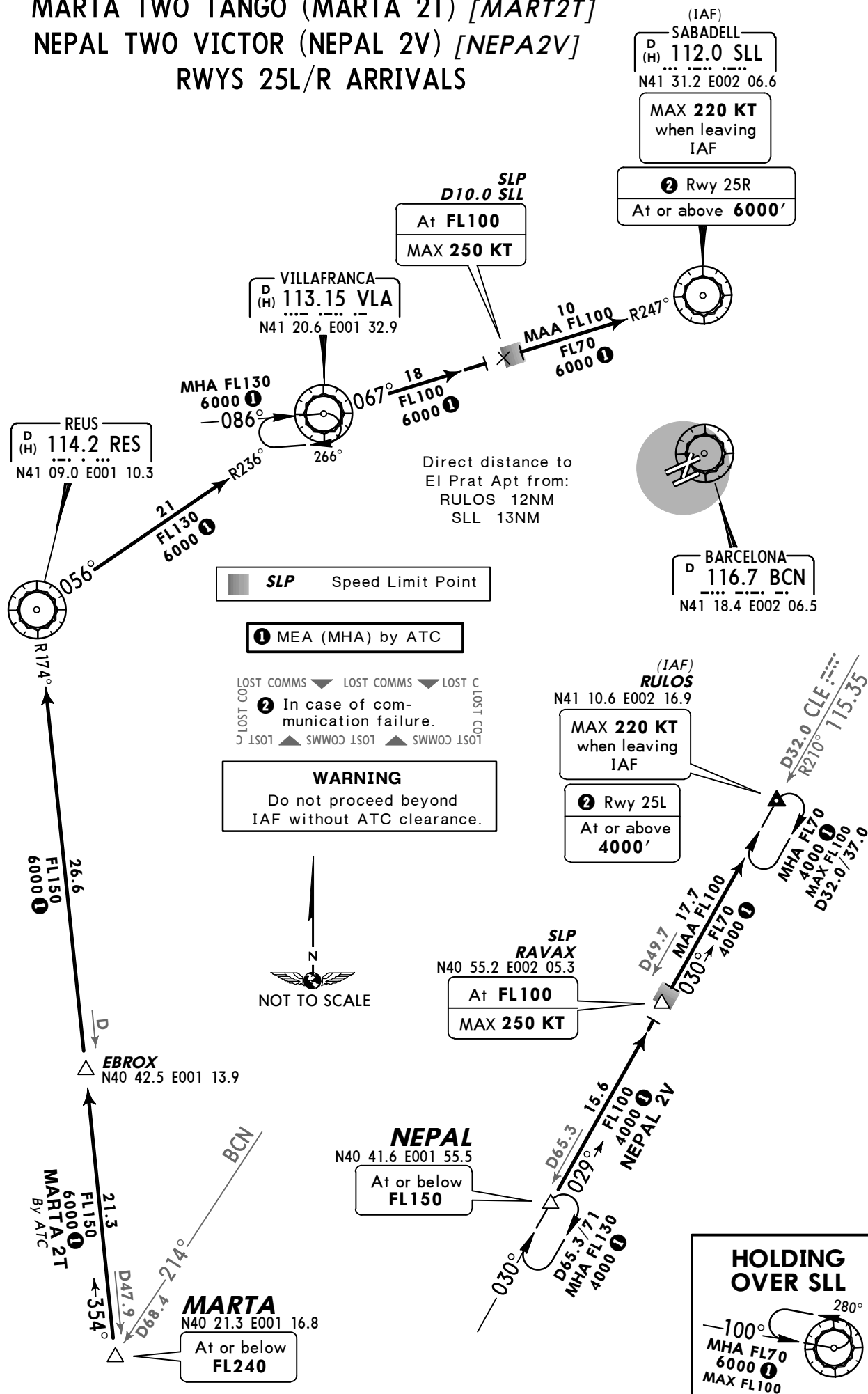
VERSO

N41 09.2 E003 45.4

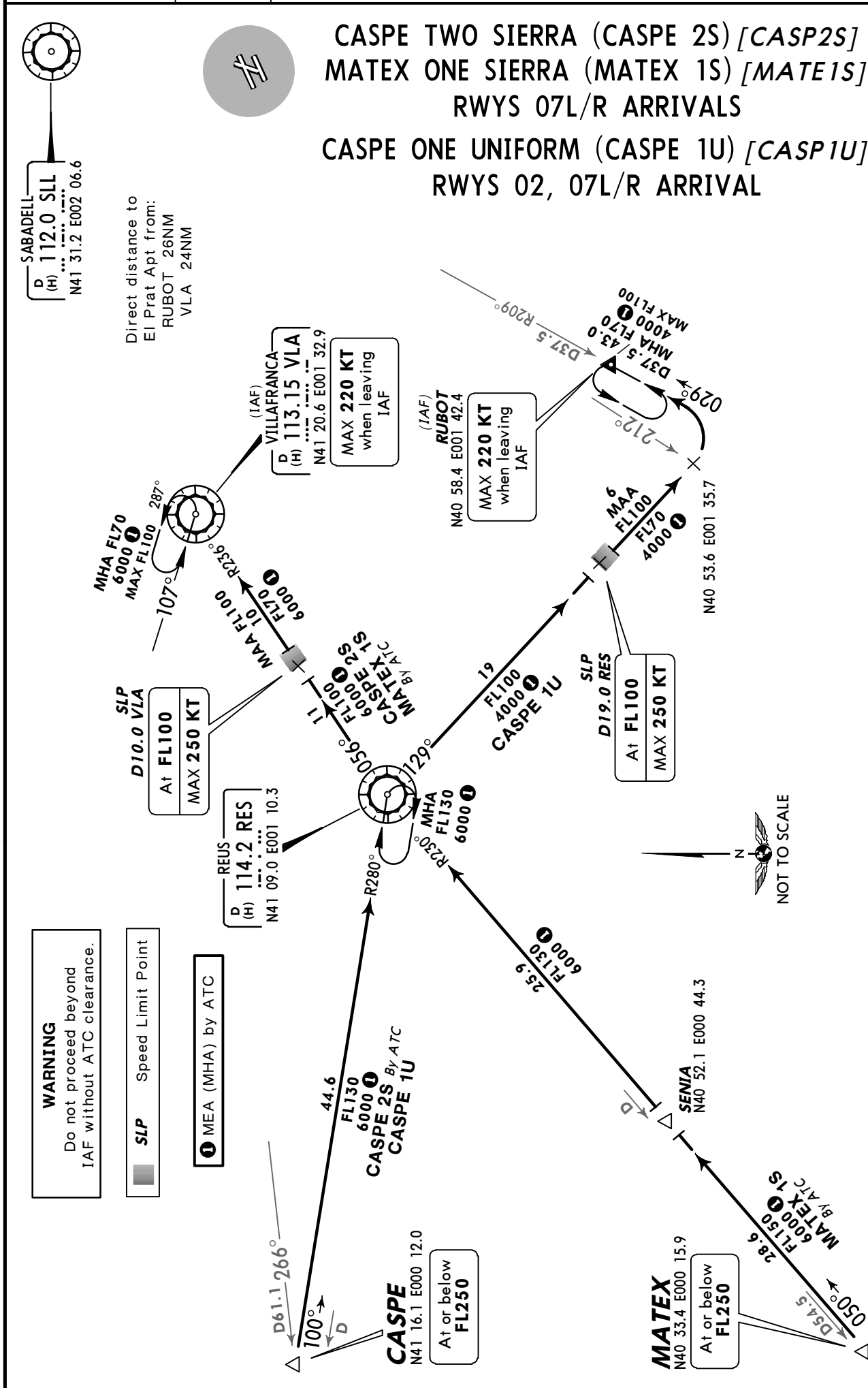
At or below
FL250

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

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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**

ATIS 118.65	<i>Apt Elev</i> 14'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
-----------------------	-------------------------------	---



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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

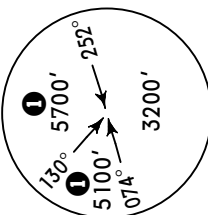


ATIS
118.65Apt Elev
14'

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

1 4300' within 15 NM

WARNING

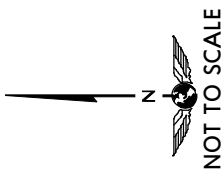
Do not proceed beyond
IAF without ATC clearance.

GRAUS

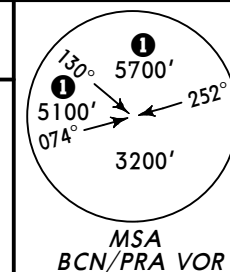
N41 58.7 E000 22.6
(BCN R-298/D87.7)At or below
FL28035.6
FL150
FL80 ②
GRAUS 4TD47.0/52.0
MHA FL150
FL80 ②TIRGO
N41 47.1 E001 07.6SLP
D10.0 SLLAt FL100
MAX 250 KT100°
D81.7
LOBARN41 44.9 E000 19.1
(BCN R-289/D84.9)At or below
FL28036.7
FL150
FL80 ②
LOBAR 3TD45.0/50.0
MHA FL150
FL80 ②PEKIS
N41 38.9 E001 07.537
FL100
6000 ②10
FL70
6000 ②MAA FL100
FL70
6000 ②MAA FL100
FL70
6000 ②MAA FL100
FL70
6000 ②MAA FL100
FL70
6000 ②MAA FL100
FL70
6000 ②MAA FL100
FL70
6000 ②MAA FL100
FL70
6000 ②SLP
D10.0 SLLAt FL100
MAX 250 KTBARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

SLP Speed Limit Point

② MEA (MHA) by ATC

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

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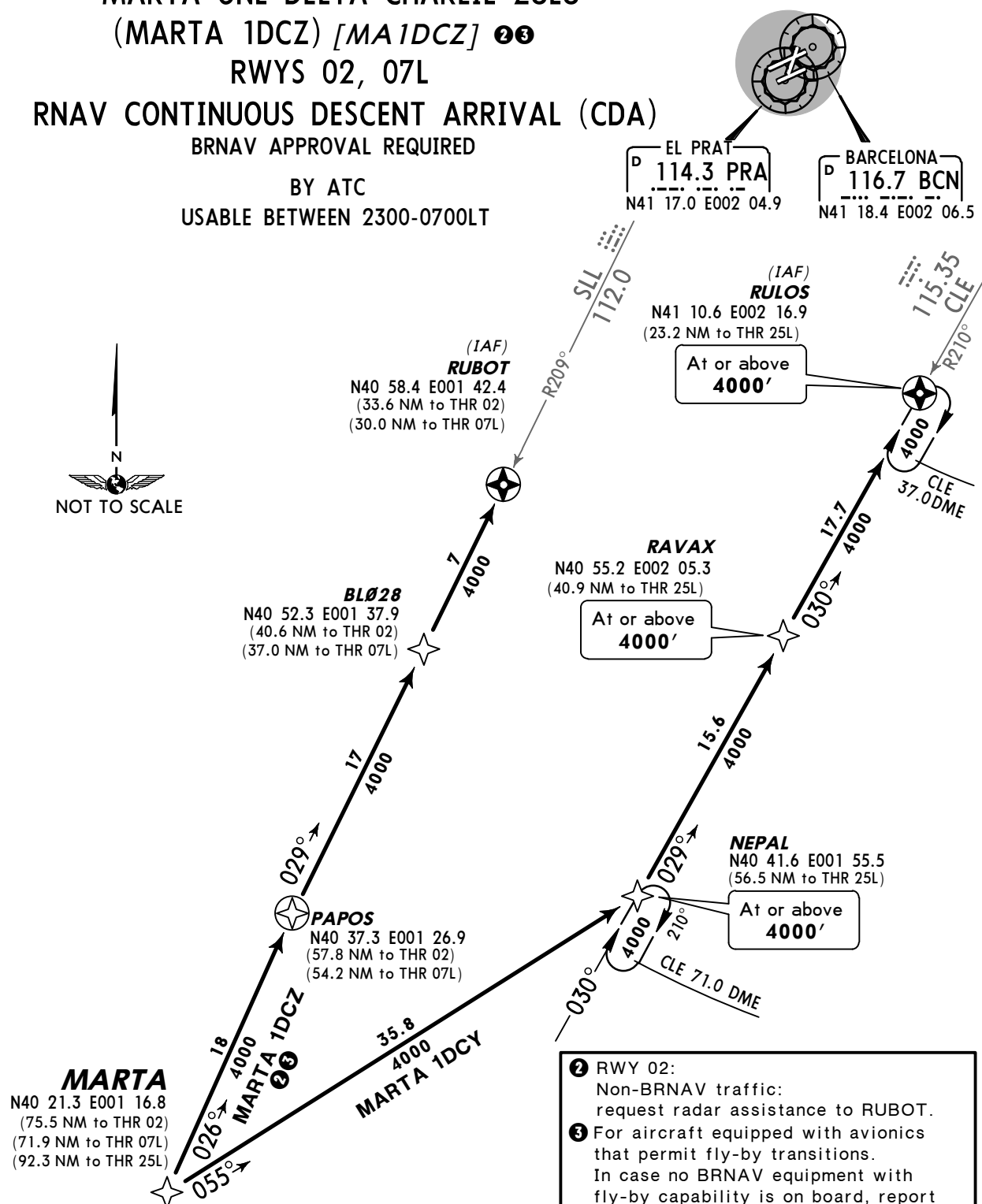
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

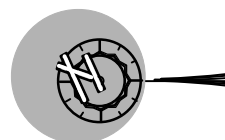


- 2 RWY 02:
Non-BRNAV traffic:
request radar assistance to RUBOT.
- 3 For aircraft equipped with avionics
that permit fly-by transitions.
In case no BRNAV equipment with
fly-by capability is on board, report
on first call to BARCELONA
Clearance.

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

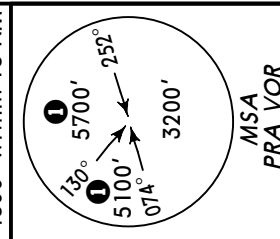
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'CASPE ONE DELTA CHARLIE YANKEE
(CASPE 1DCY) [CA1DCY]
MATEX ONE DELTA CHARLIE YANKEE
(MATEX 1DCY) [MT1DCY]

RWY 25L RNAV CONTINUOUS DESCENT ARRIVALS (CDA)

RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
BY ATC
USABLE BETWEEN 2300-0700LTEL PRAT
P 114.3 PRA
N41 17.0 E002 04.9RULOS
(IAF)
N41 10.6 E002 16.9
(23.2 NM to THR 25L)
At or above
4000'

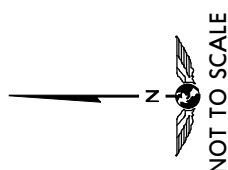
CLE 37.0 DME

① 4300' within 15 NM

MSA
PRA VOR

ROUTING

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

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

CASPE

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

44.6

6000
CASPE 1DCY

108°

REUS
(H)
P 114.2 RES
N41 09.0 E001 10.3
(84.8 NM to THR 25L)
At or above
6000'43.8
4000

PRA

TUNDI

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

MATEX

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

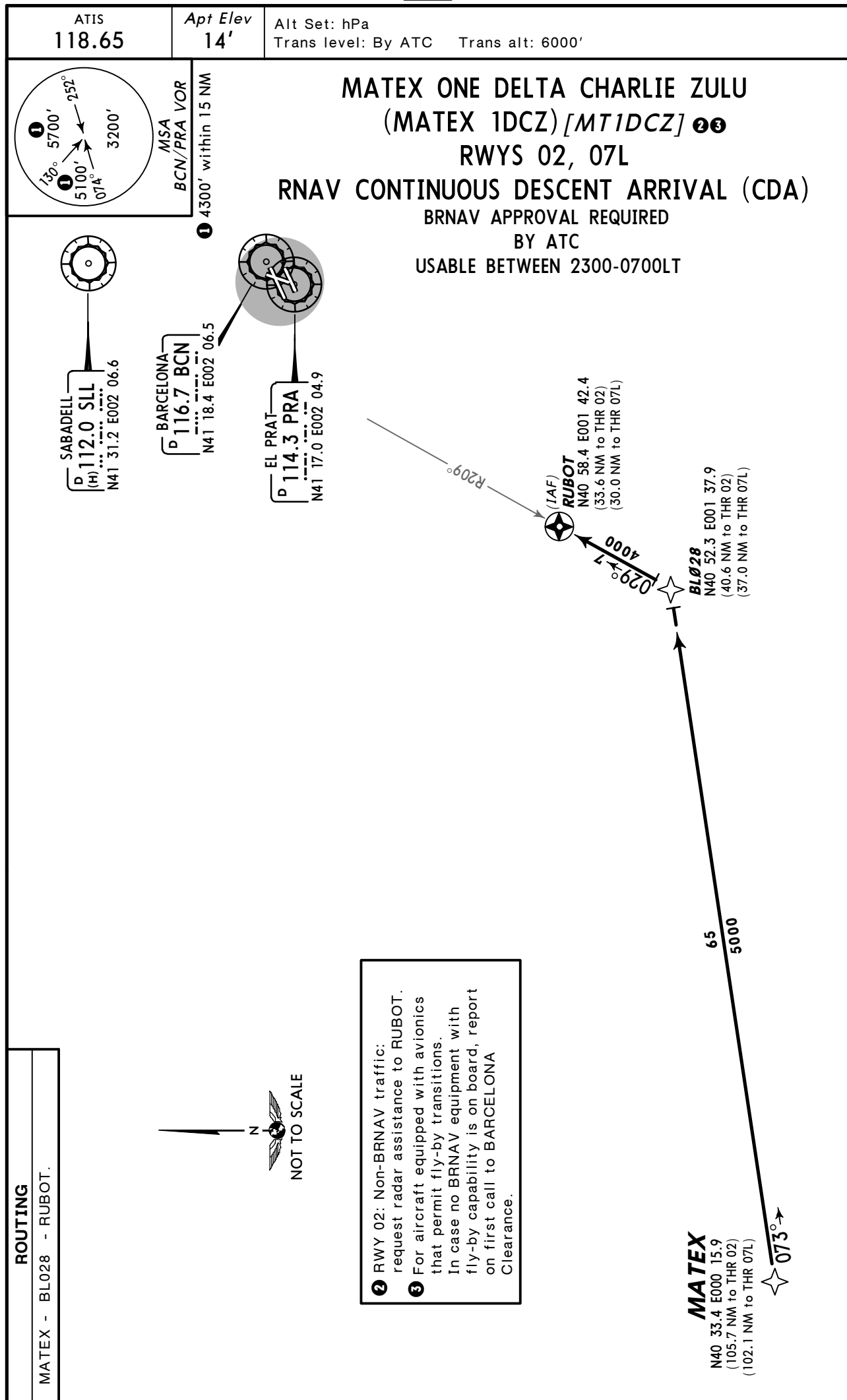
61.6

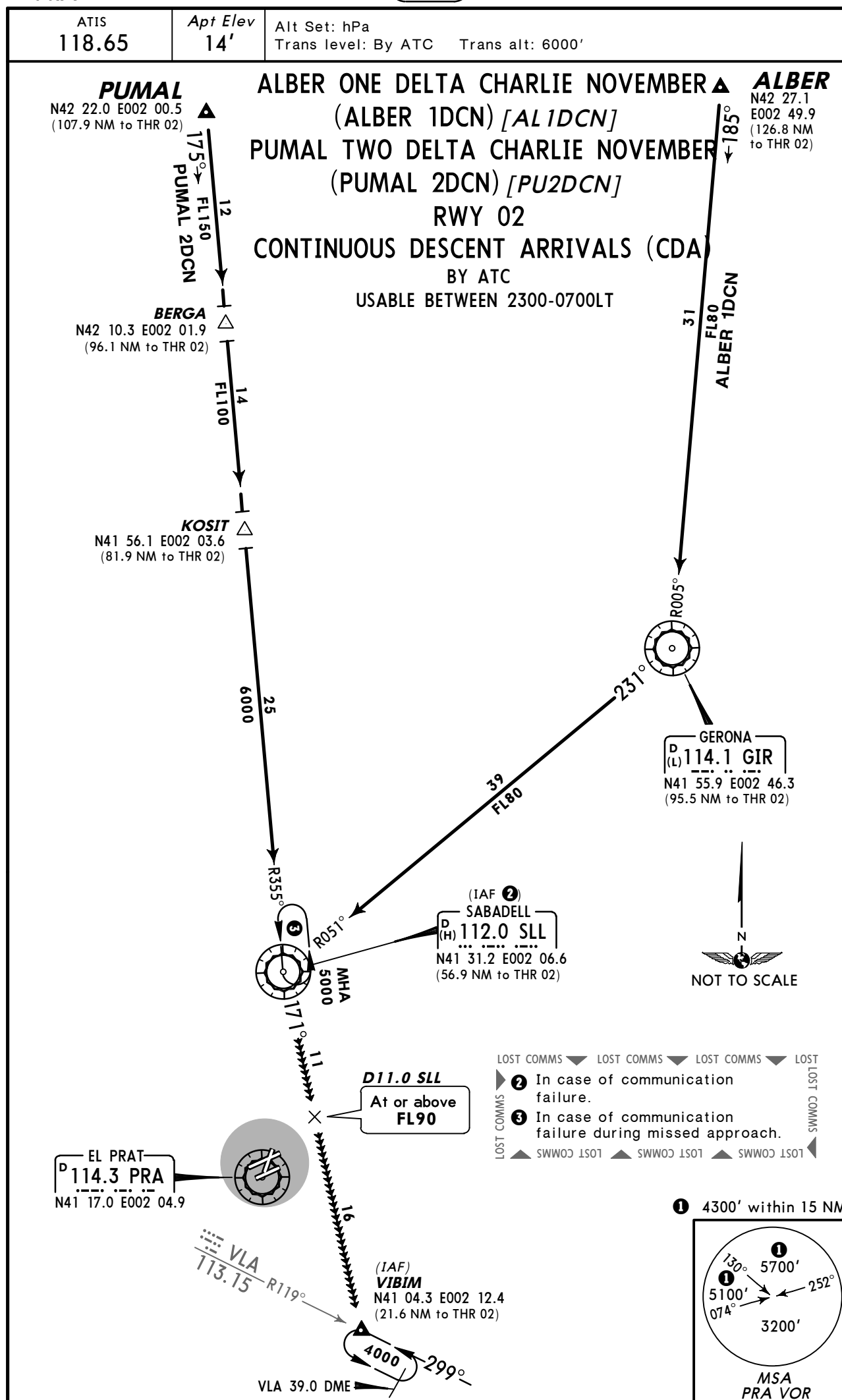
5000
MATEX 1DCY

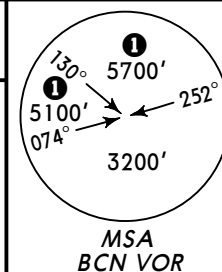
075°

040°
PRA
42.0 DMERAVAX
N40 55.2 E002 05.3
(40.9 NM to THR 25L)
At or above
4000'24.3
4000030°
4000
17.7115.35
R210°
CLE 37.0 DME

4000





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



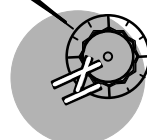
R057°
5000
MHA

(IAF 2)
SABADELL

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

BARCELONA

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°

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

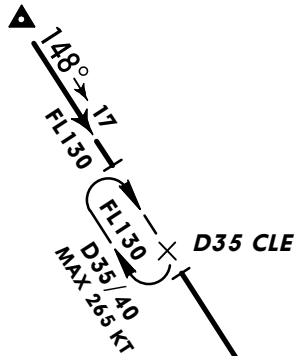
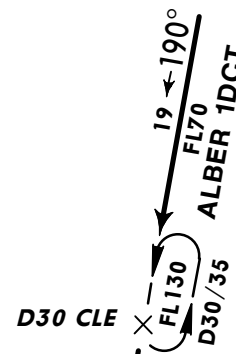


NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
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

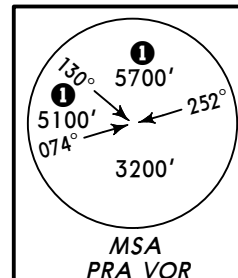
(IAF)
CALELLA
P(L) 115.35 CLE
N41 38.4 E002 38.1
(32.4 NM to THR 25L)



EL PRAT
P 114.3 PRA
N41 17.0 E002 04.9

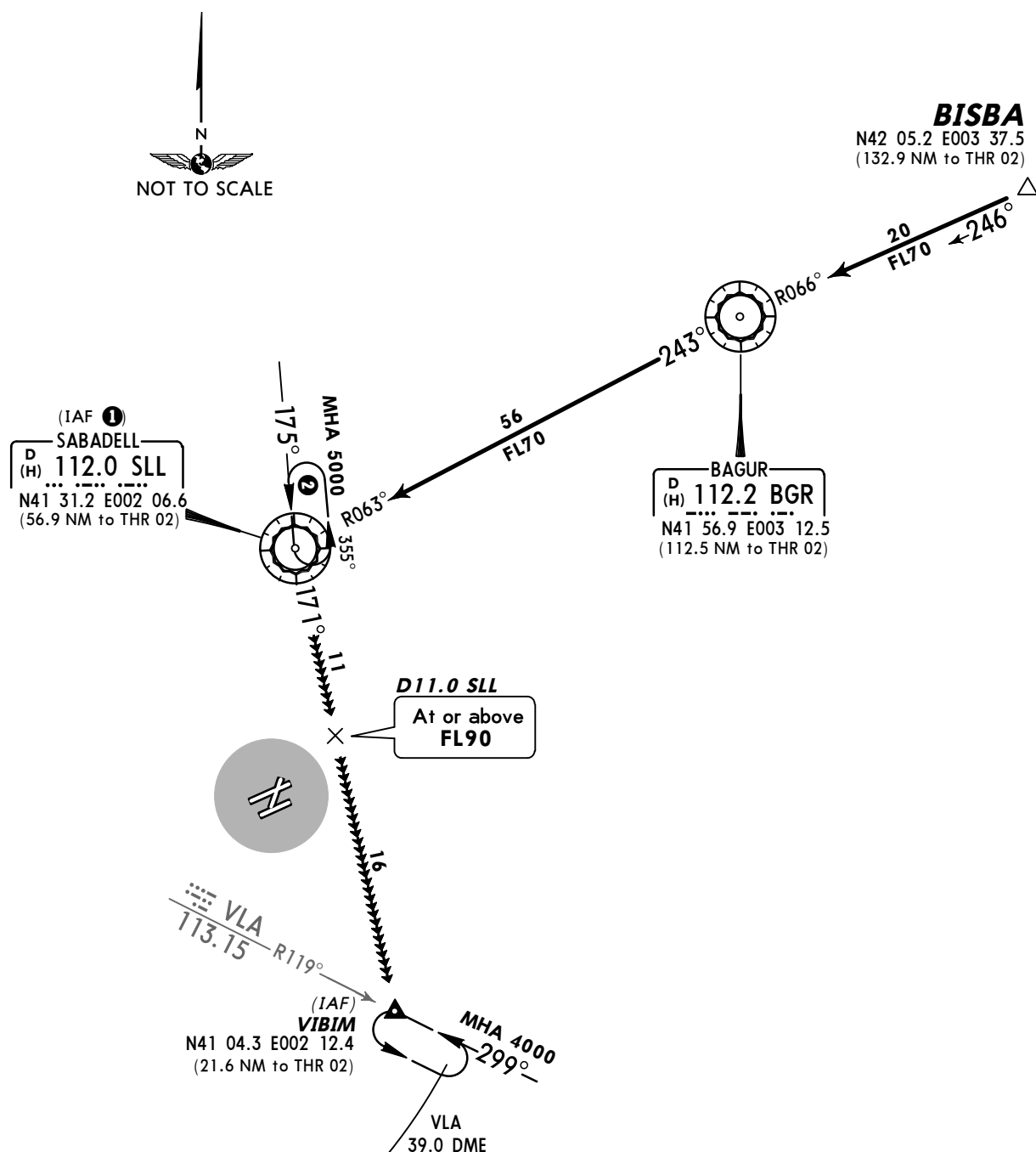


① 4300' within 15 NM



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

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



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

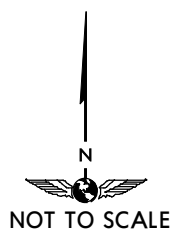
① In case of communication failure.

② In case of communication failure during missed approach.

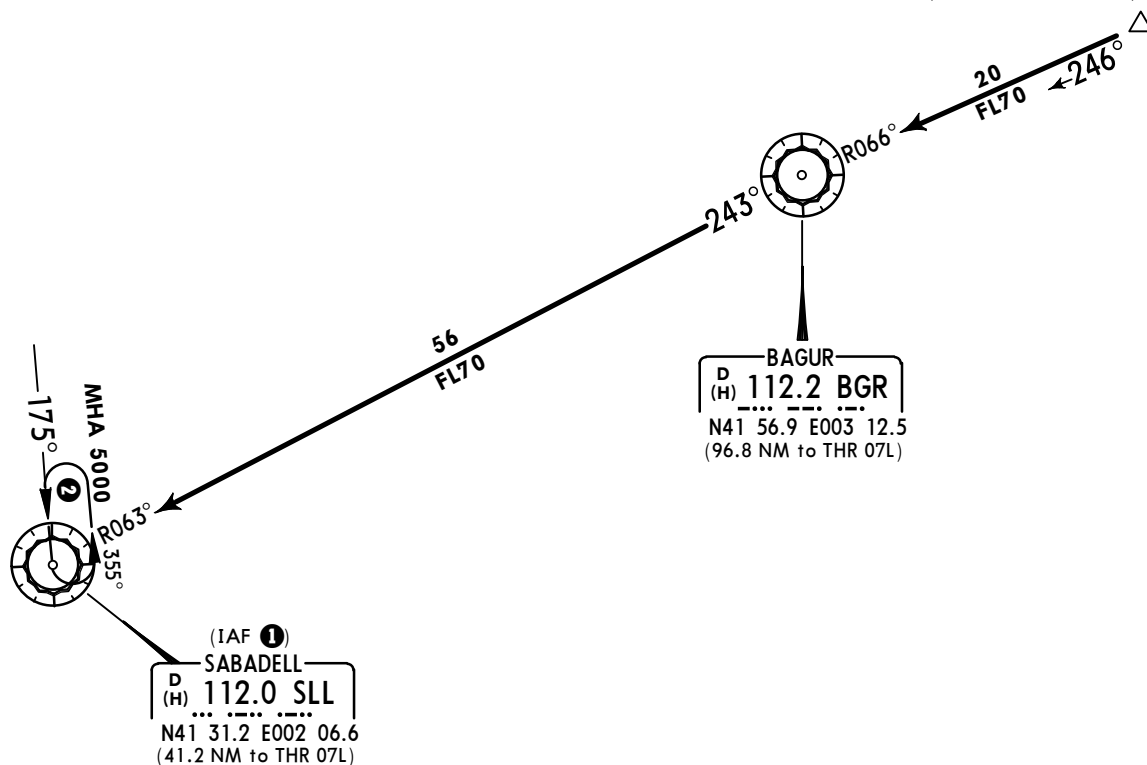
LOST COMMS ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲

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

BISBA THREE DELTA CHARLIE SIERRA
(BISBA 3DCS) [BI3DCS]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



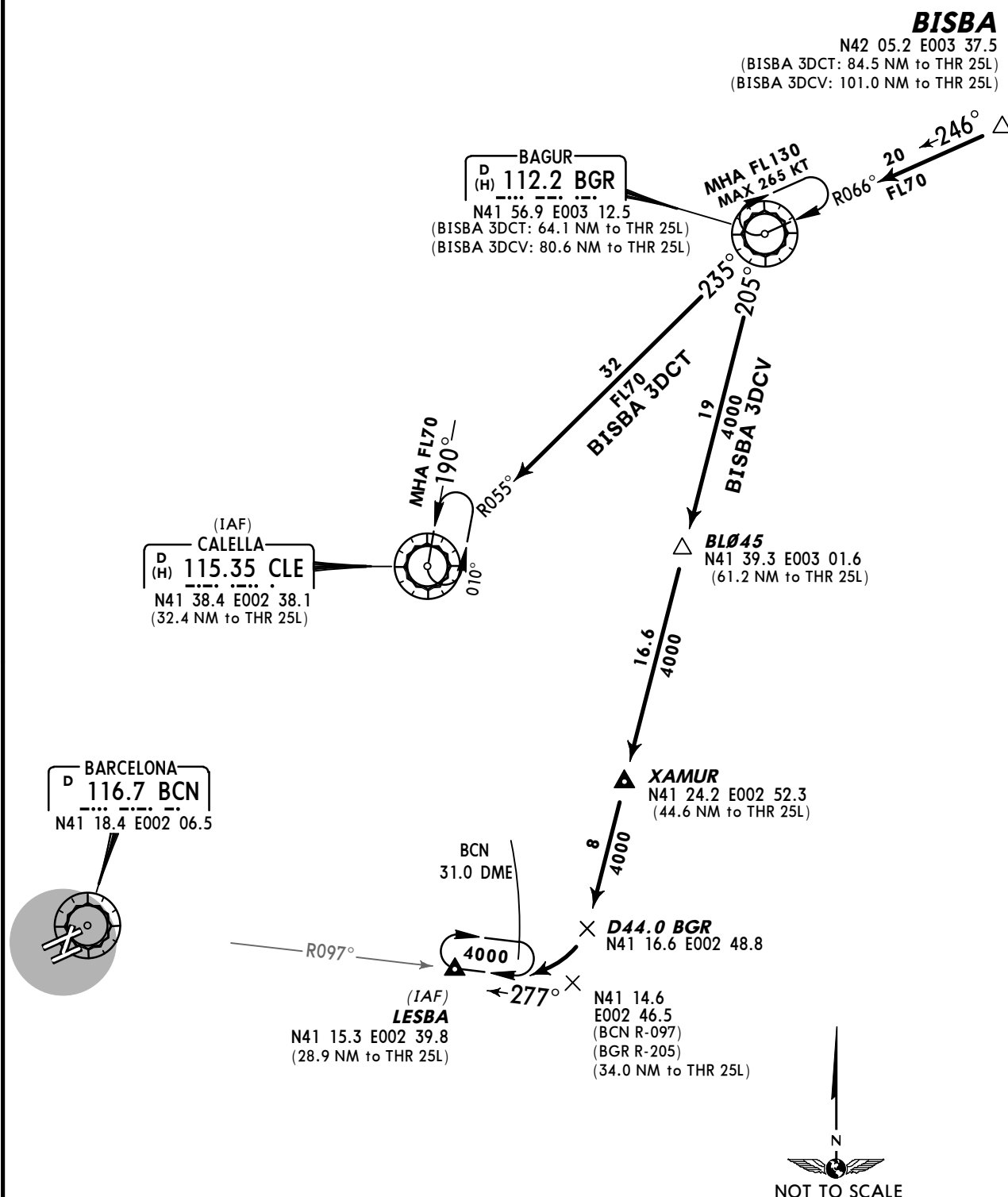
BISBA
N42 05.2 E003 37.5
(117.3 NM to THR 07L)



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

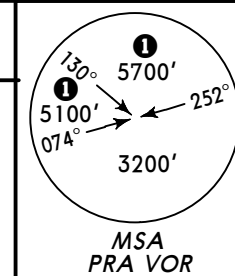
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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



CHANGES: None. © JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

VIBIM
(IAF)
N41 04.3 E002 12.4
(21.6 NM to THR 02)
33.0 NM to THR 07L)

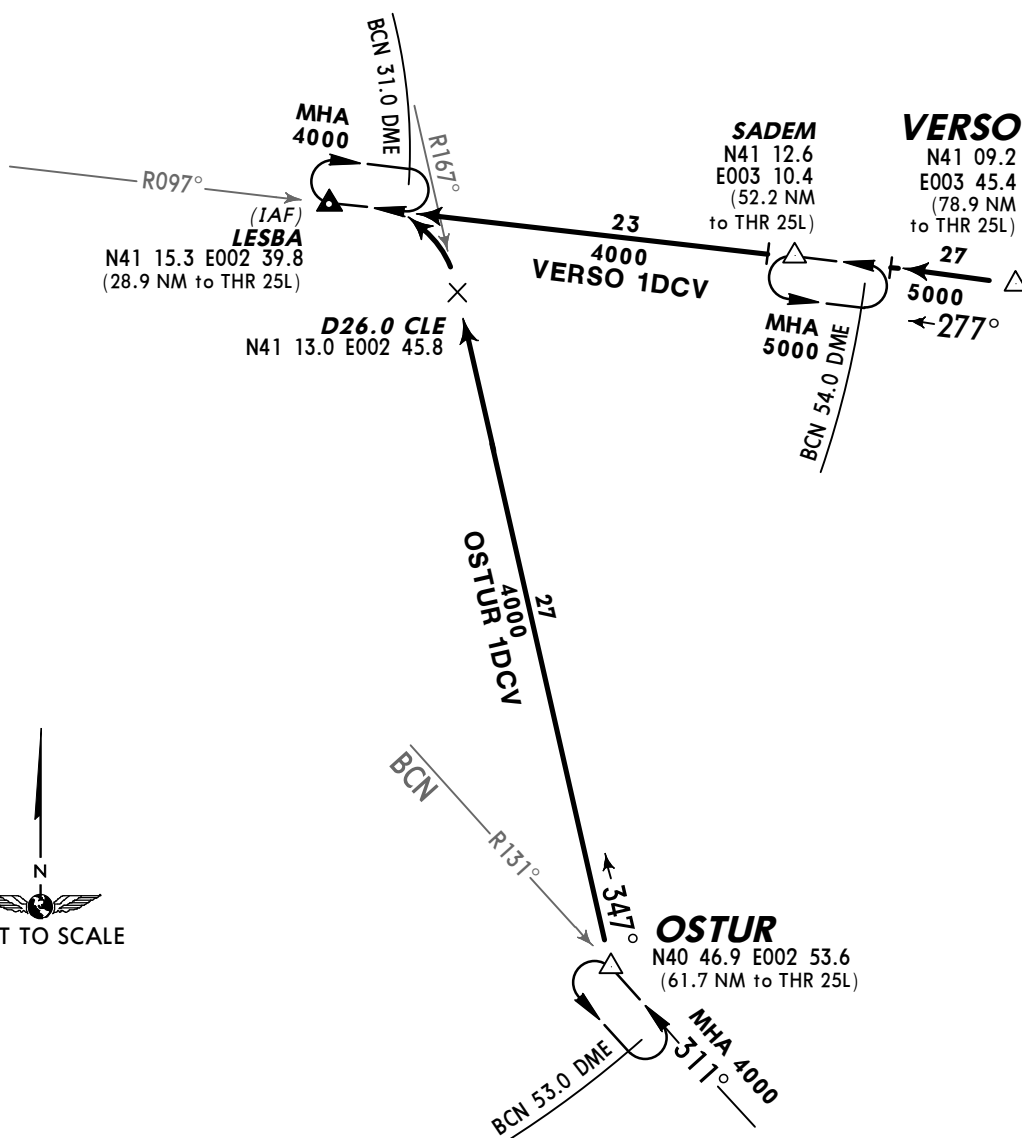
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

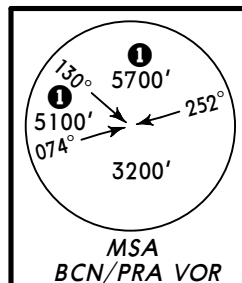
OSTUR ONE DELTA CHARLIE VICTOR
(OSTUR 1DCV) [OS1DCV]
VERSO ONE DELTA CHARLIE VICTOR
(VERSO 1DCV) [VE1DCV]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA) ① 4300' within 15 NM
BY ATC
USABLE BETWEEN 2300-0700LT

CALELLA
D 115.35 CLE
(L) N41 38.4 E002 38.1

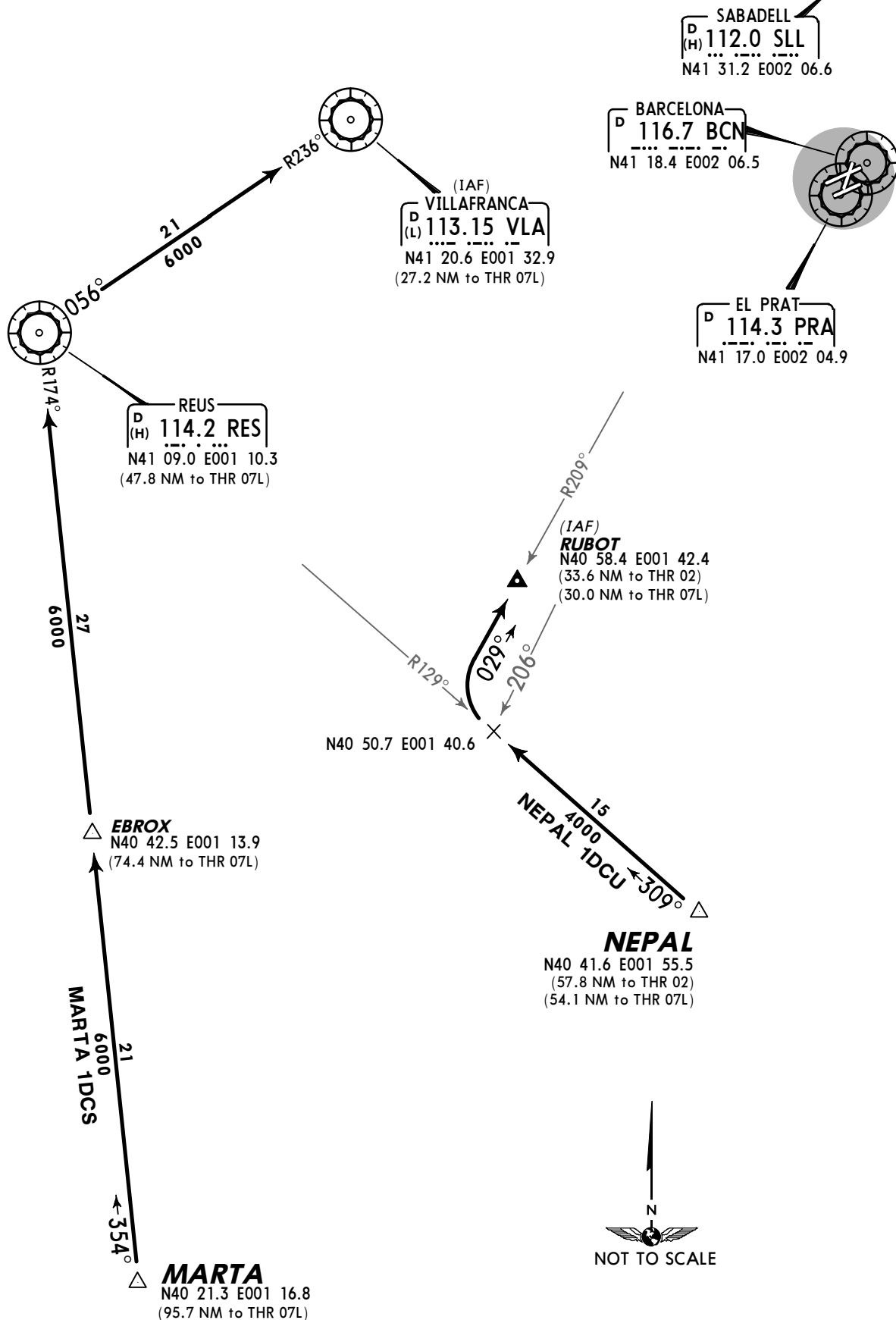


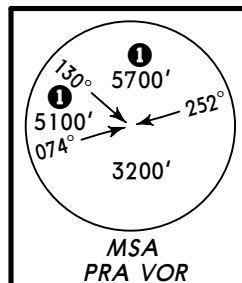
EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9





① 4300' within 15 NM

ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'MARTA ONE DELTA CHARLIE SIERRA (MARTA 1DCS) [MA 1DCS]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)NEPAL ONE DELTA CHARLIE UNIFORM (NEPAL 1DCU) [NE 1DCU]
RWYS 02, 07L CONTINUOUS DESCENT ARRIVAL (CDA)BY ATC
USABLE BETWEEN 2300-0700LT

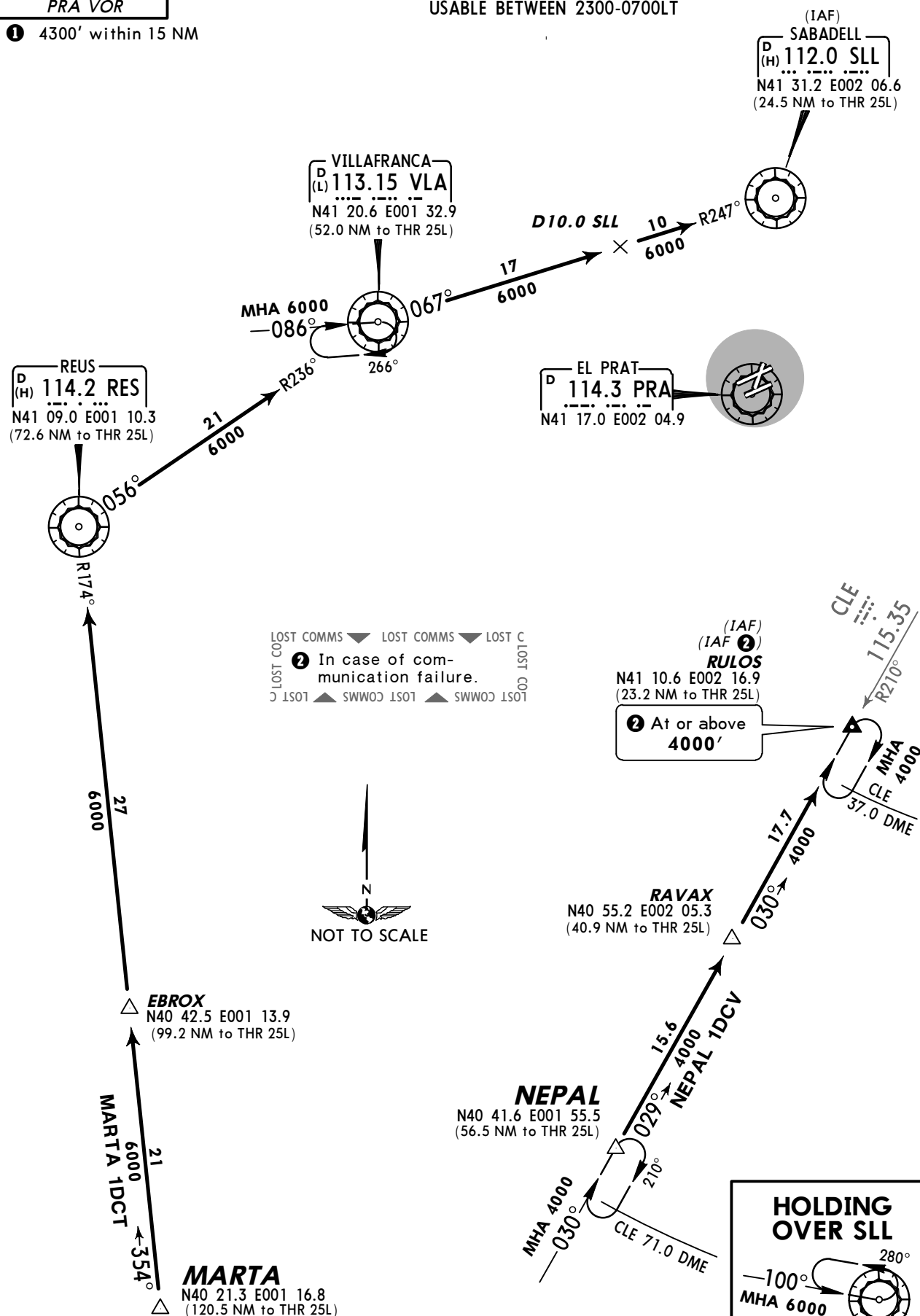
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

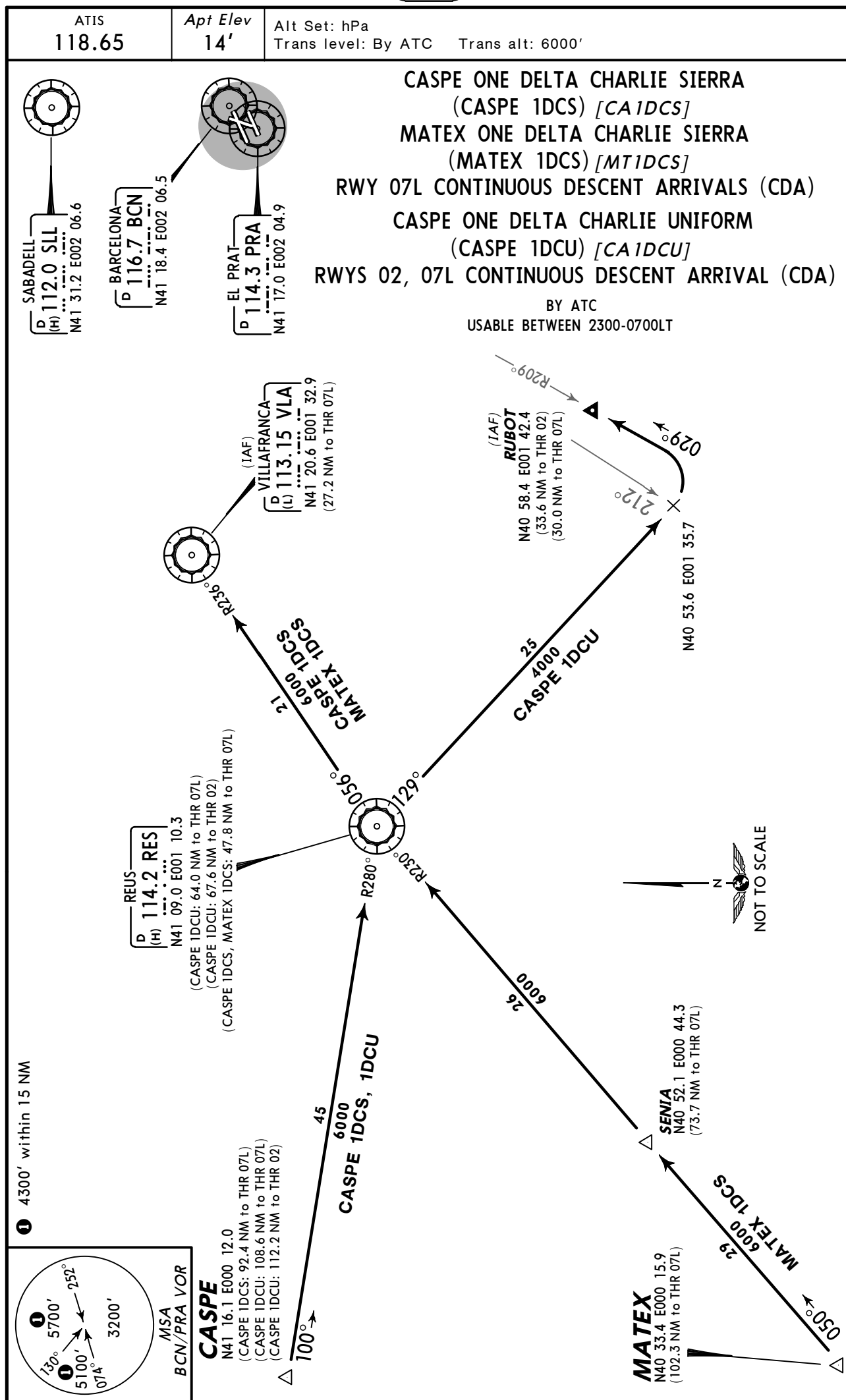
MARTA ONE DELTA CHARLIE TANGO (MARTA 1DCT) [MA1DCT]
NEPAL ONE DELTA CHARLIE VICTOR (NEPAL 1DCV) [NE1DCV]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

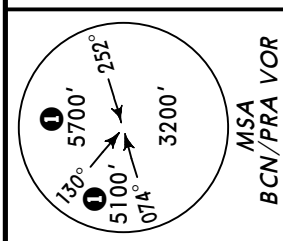
USABLE BETWEEN 2300-0700LT

① 4300' within 15 NM





① 4300' within 15 NM

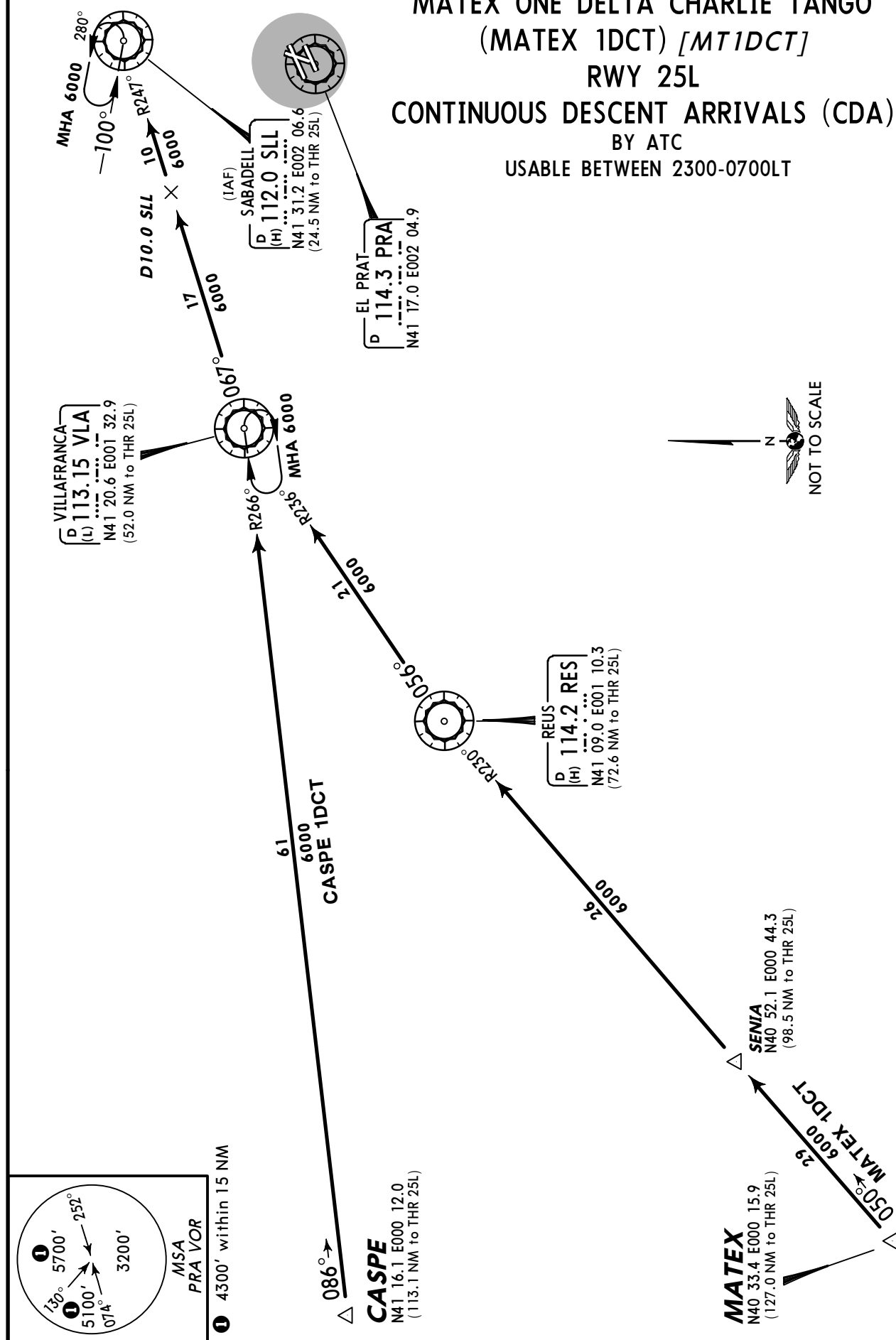


CHANGES: STARs revised; holdings withdrawn.

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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



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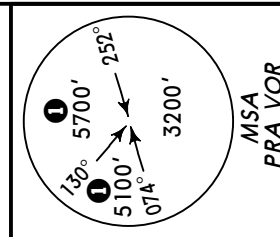
RNAV SID DESIGNATION	REFER TO CHART
AGENA 1K, 1L, 1M	10-3B
AGENA 2P, 3Q	10-3C
AGENA 2R	10-3D
DALIN 1K, 1L, 1M	10-3E
DALIN 2P, 3Q	10-3F
DALIN 2R	10-3G
DUNES 1K, 1L, 1M	10-3H
DUNES 2P, 3Q	10-3J
DUNES 2R	10-3J1
GRAUS 1K, 1L, 1M	10-3J2
GRAUS 2P, 3Q	10-3J3
GRAUS 2R	10-3J4
LARPA 1K, 1L, 1M	10-3J5
LARPA 2P,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

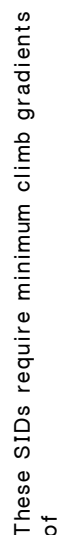
SID DESIGNATION	REFER TO CHART
AGENA 1A, 1G	10-3N6
AGENA 2B, 1E	10-3N7
AGENA 3D, 3W	10-3N8
CALELLA 1A, 1G	10-3P
CALELLA 1B, 1E	10-3Q
CALELLA 2D, 3W	10-3Q1
DALIN 1A, 1G	10-3Q2
DALIN 2B, 1E	10-3Q3
DALIN 3D, 3W	10-3Q4
DUNES 1A, 1G	10-3Q5
DUNES 2B, 1E	10-3Q6
DUNES 3D, 3W	10-3Q7
GRAUS 5A, 1G	10-3Q8
GRAUS 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

Trans level: By ATC Trans alt: 6000'

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



1 4300' within
15 NM



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

FL120 and request flight level change enroute

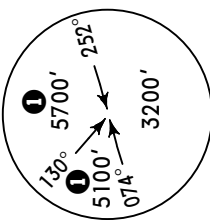
SID	RWY	INITIAL CLIMB/ROUTING
AGENA 1K	02 ②	Climb on runway heading to 500', turn RIGHT, intercept PRA R-078 to BL050 (D24.5 PRA), then to SALON, then to AGENA.
AGENA 1L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL050, then to SALON, then to AGENA.
AGENA 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL050, then to SALON, then to AGENA.

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
ARP

① 4300' within 15 NM

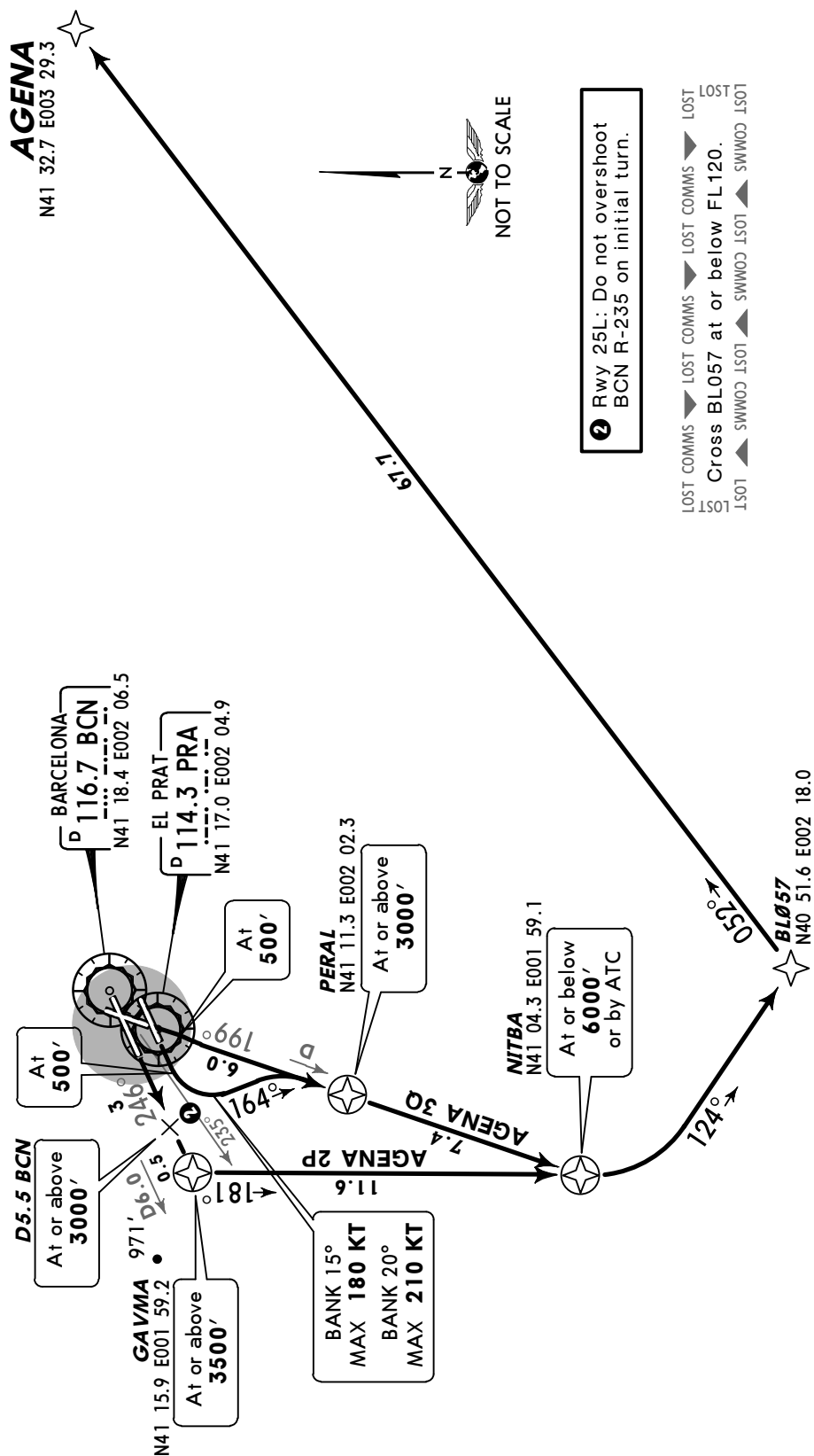
AGENA TWO PAPA (AGENA 2P) [AGEN2P]
AGENA THREE QUEBEC (AGENA 3Q) [AGEN3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

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

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

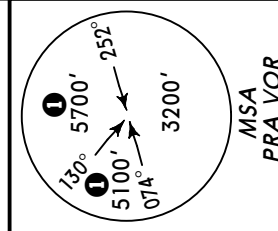


Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

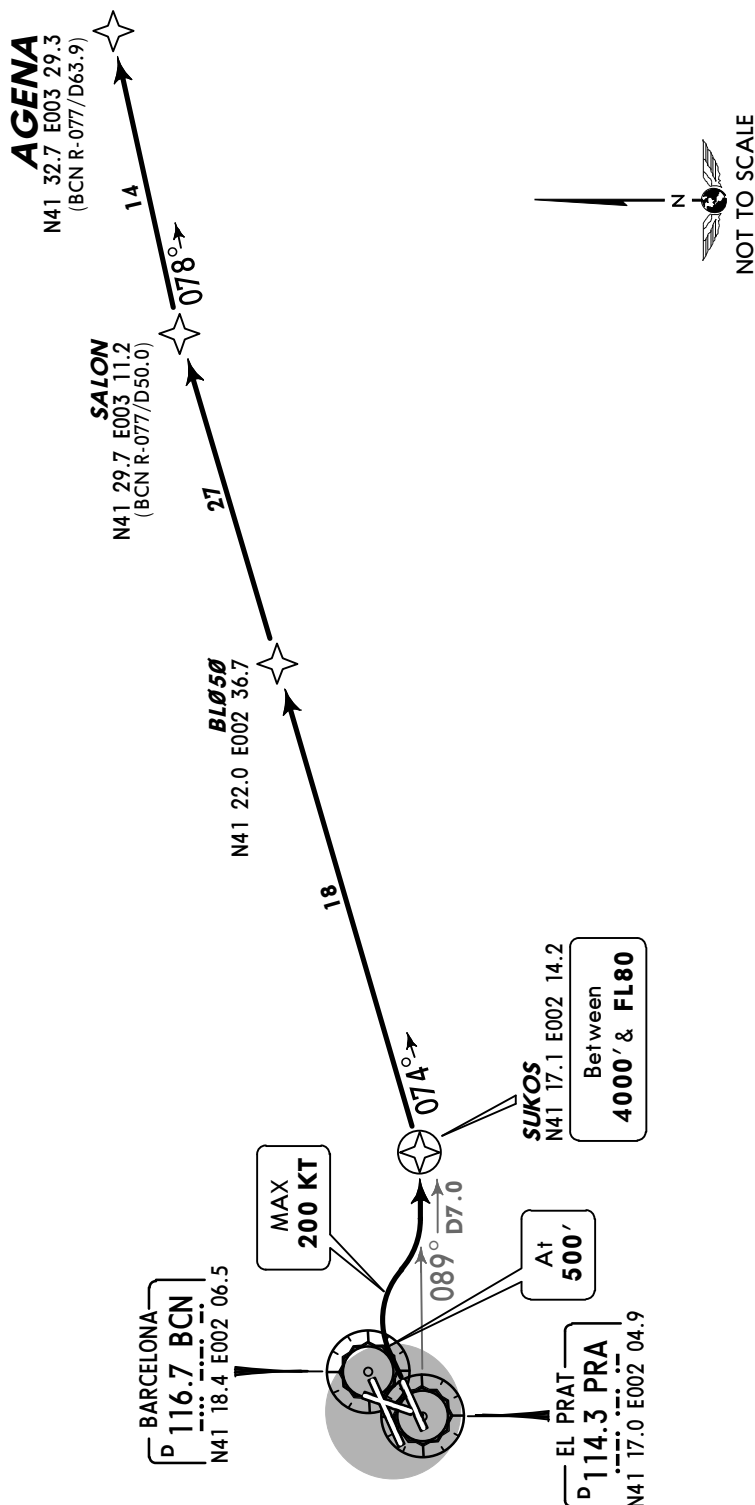
AGENA TWO ROMEO (AGENA 2R) [AGEN2R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

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

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



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

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

INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL050, then to SALON, then to AGENA.

① 4300' within 15 NM

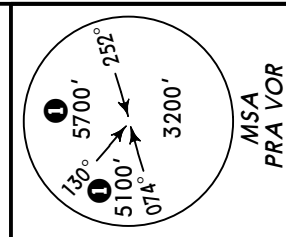
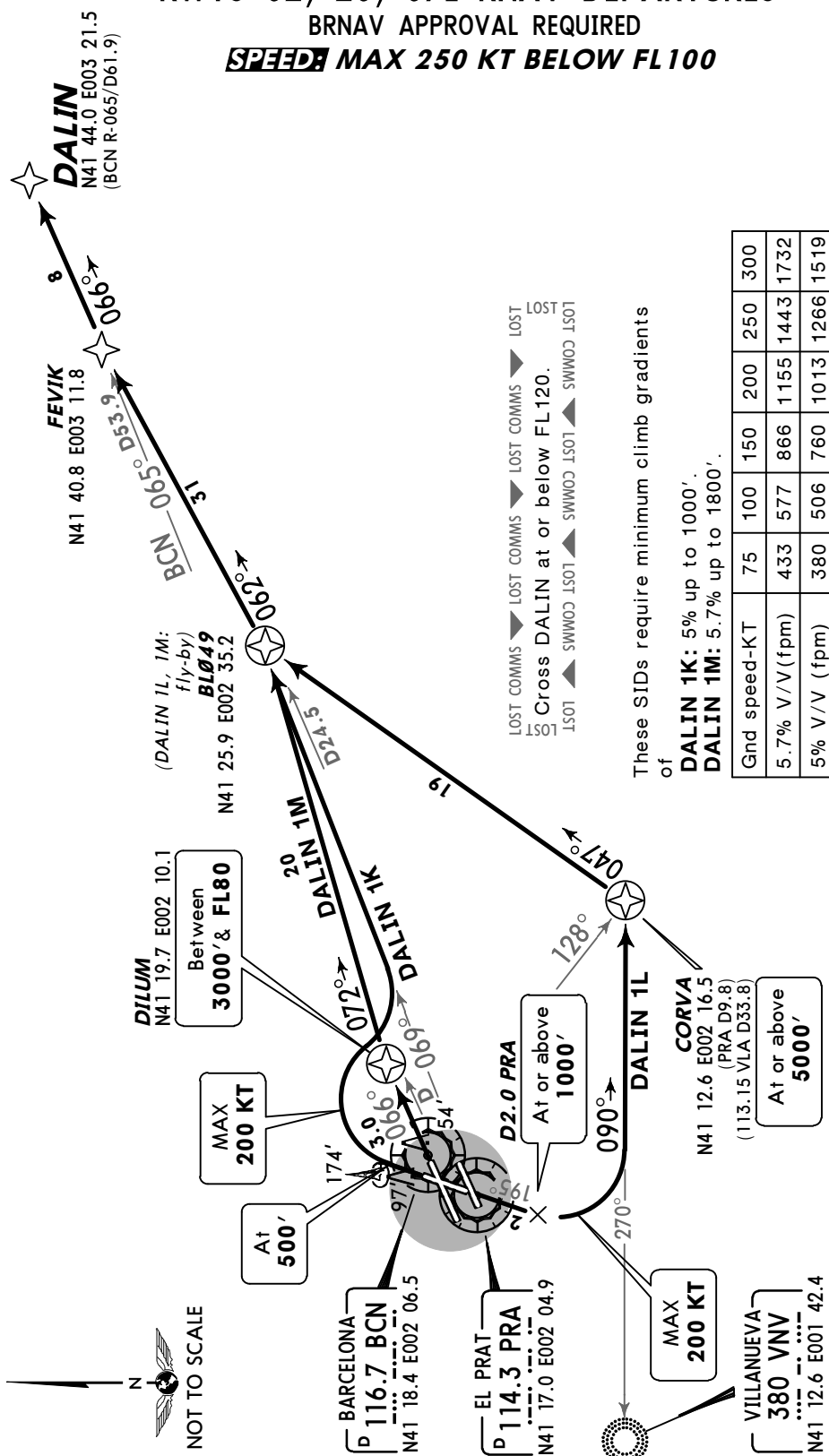
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

DALIN ONE KILO (DALIN 1K) [DALI1K]
DALIN ONE LIMA (DALIN 1L) [DALI1L]
DALIN ONE MIKE (DALIN 1M) [DALI1M]
RWYS 02, 20, 07L RNAV DEPARTURES

RNAV APPROVAL REQUIRED

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

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

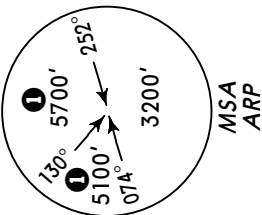
Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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.

Trans level: By ATC Trans alt: 6000'

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



1 4300' within 15 NM

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

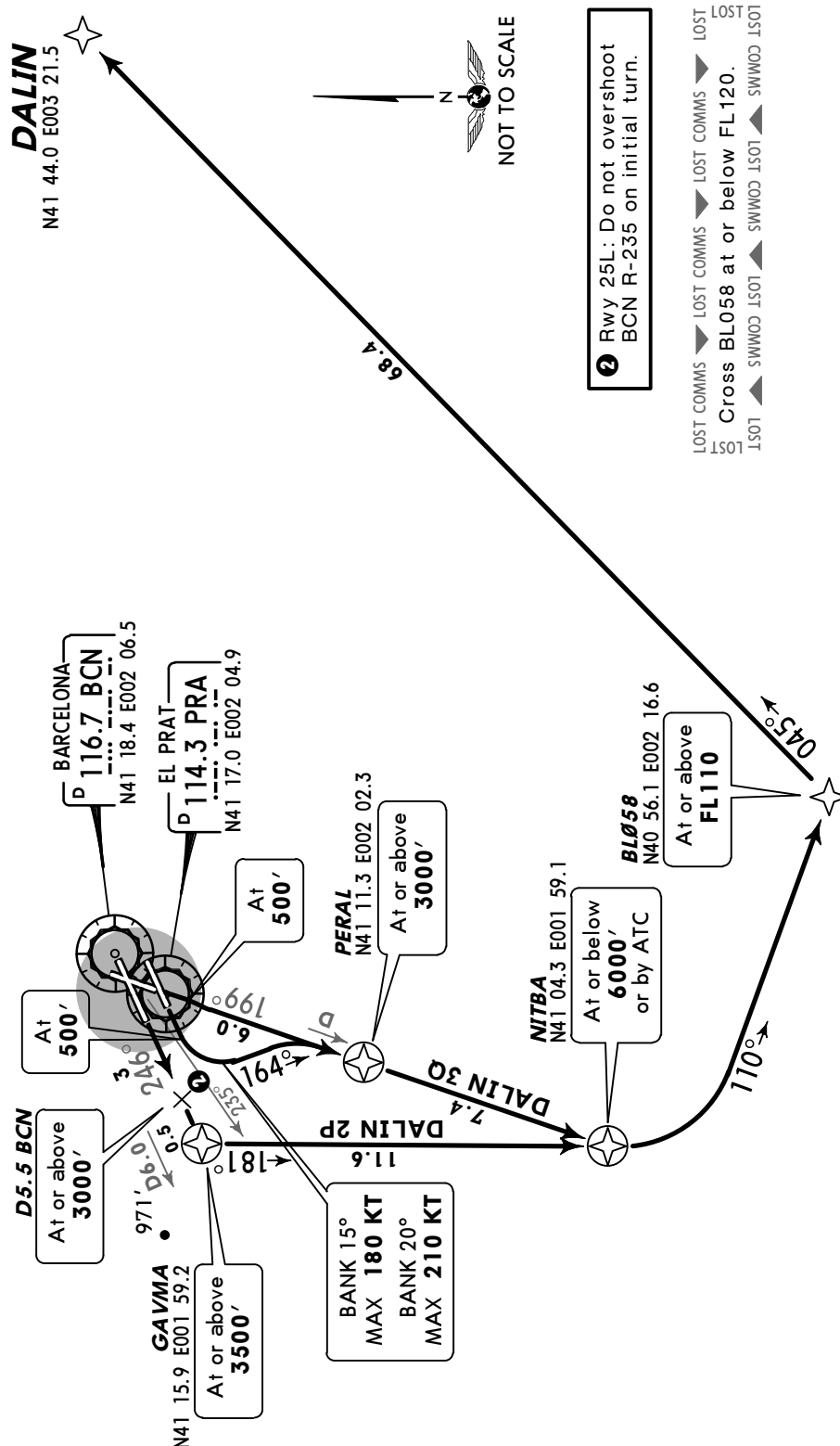
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

SPEED: MAX 250 KT UNTIL FL100

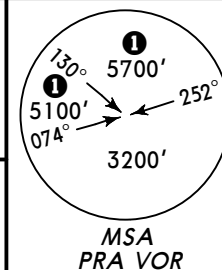
Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB
DALIN 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
DALIN 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).
	25L	Climb on runway 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.



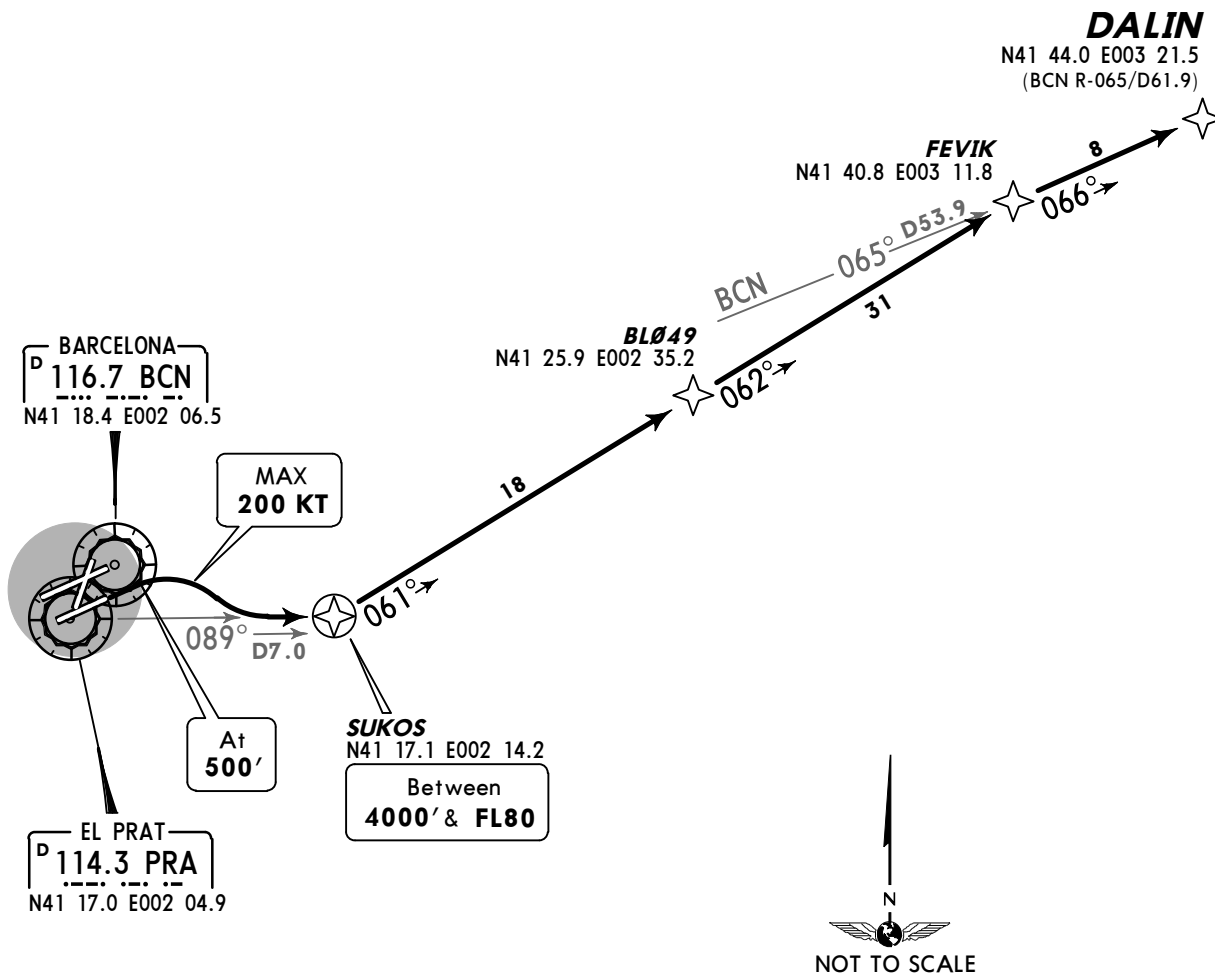
① 4300' within 15 NM

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 ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC 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:

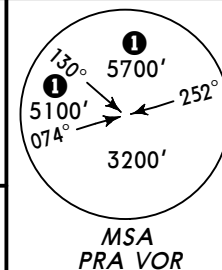
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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'

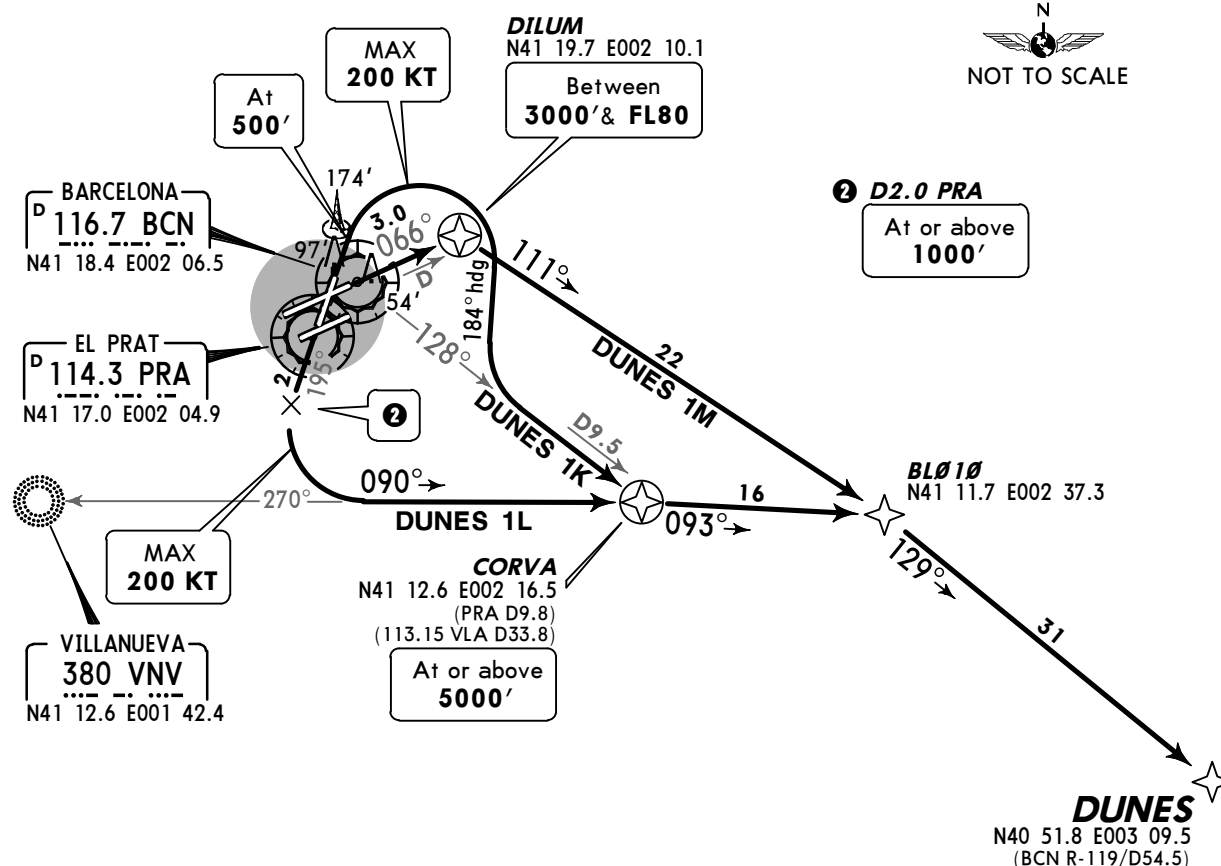
Trans level: By ATC Trans alt: 6000'

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

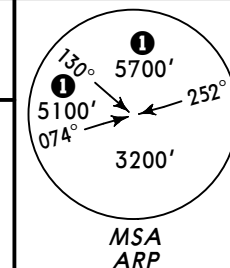
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross DUNES at or below FL120.
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

Initial ATC clearance:

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

SID	RWY	INITIAL CLIMB/ROUTING
DUNES 1K	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.

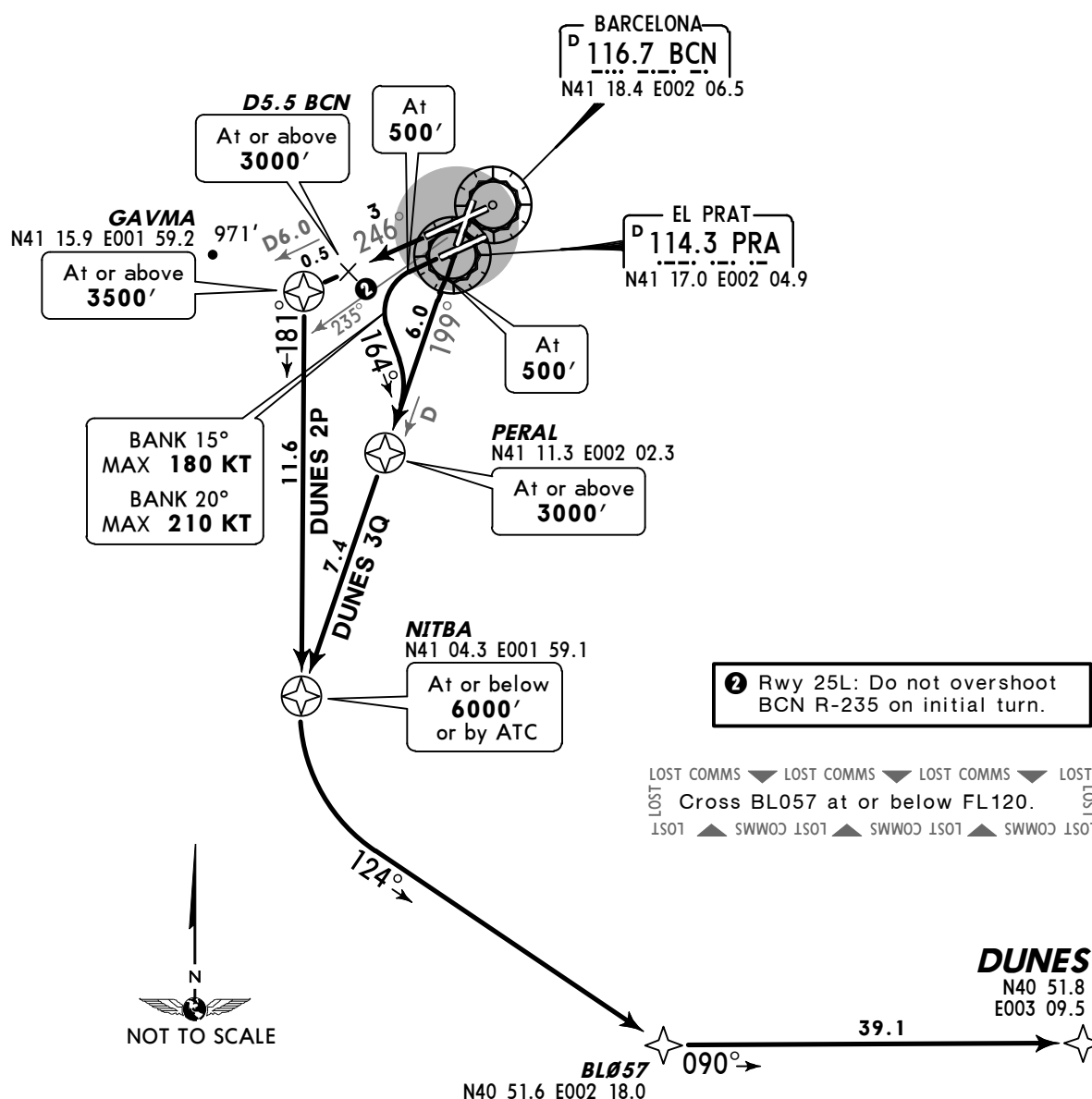
③ Turns before departure end of runway (DER) are not allowed.

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

NOT TO SCALE

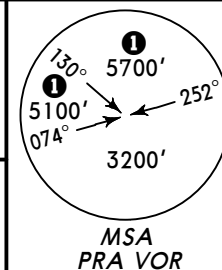
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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



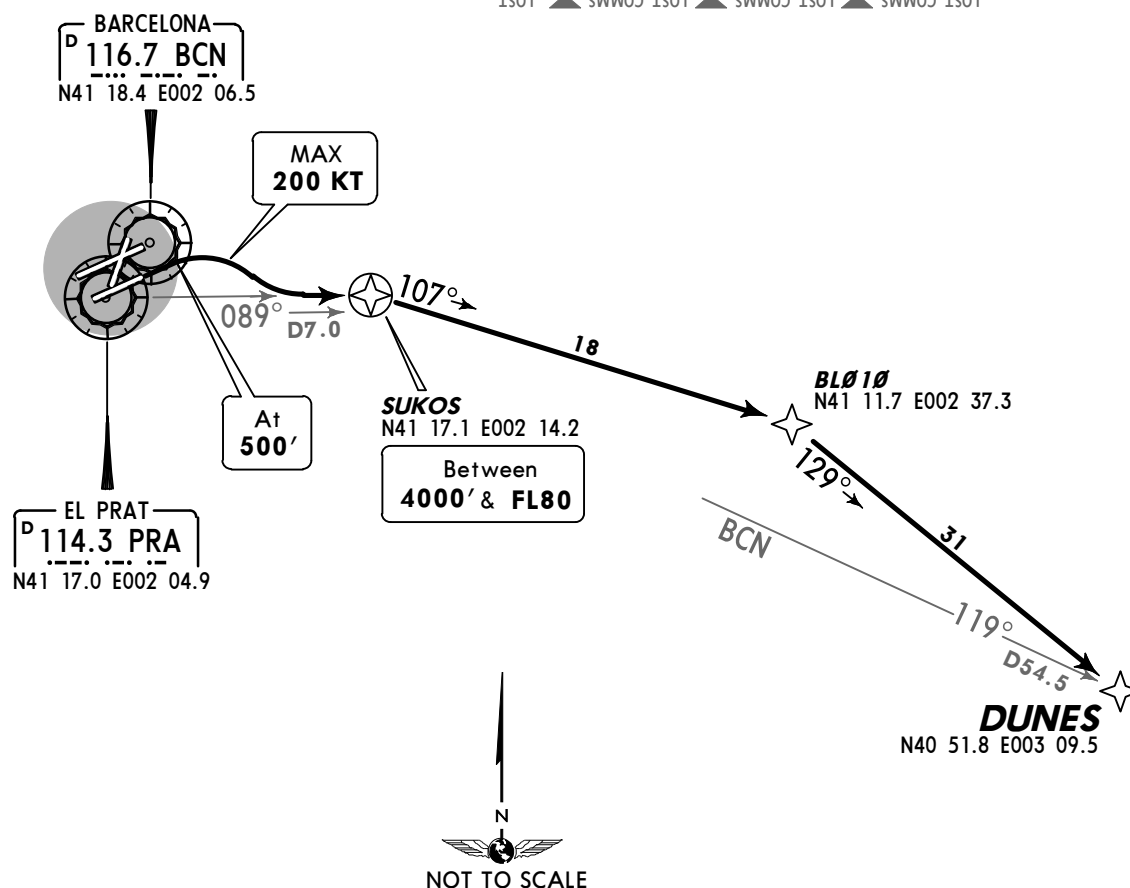
① 4300' within 15 NM

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

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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



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

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

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

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

INITIAL CLIMB/ROUTING

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

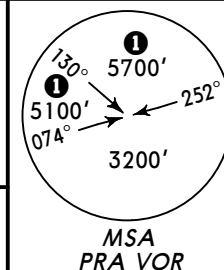
Apt Elev
14'

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.

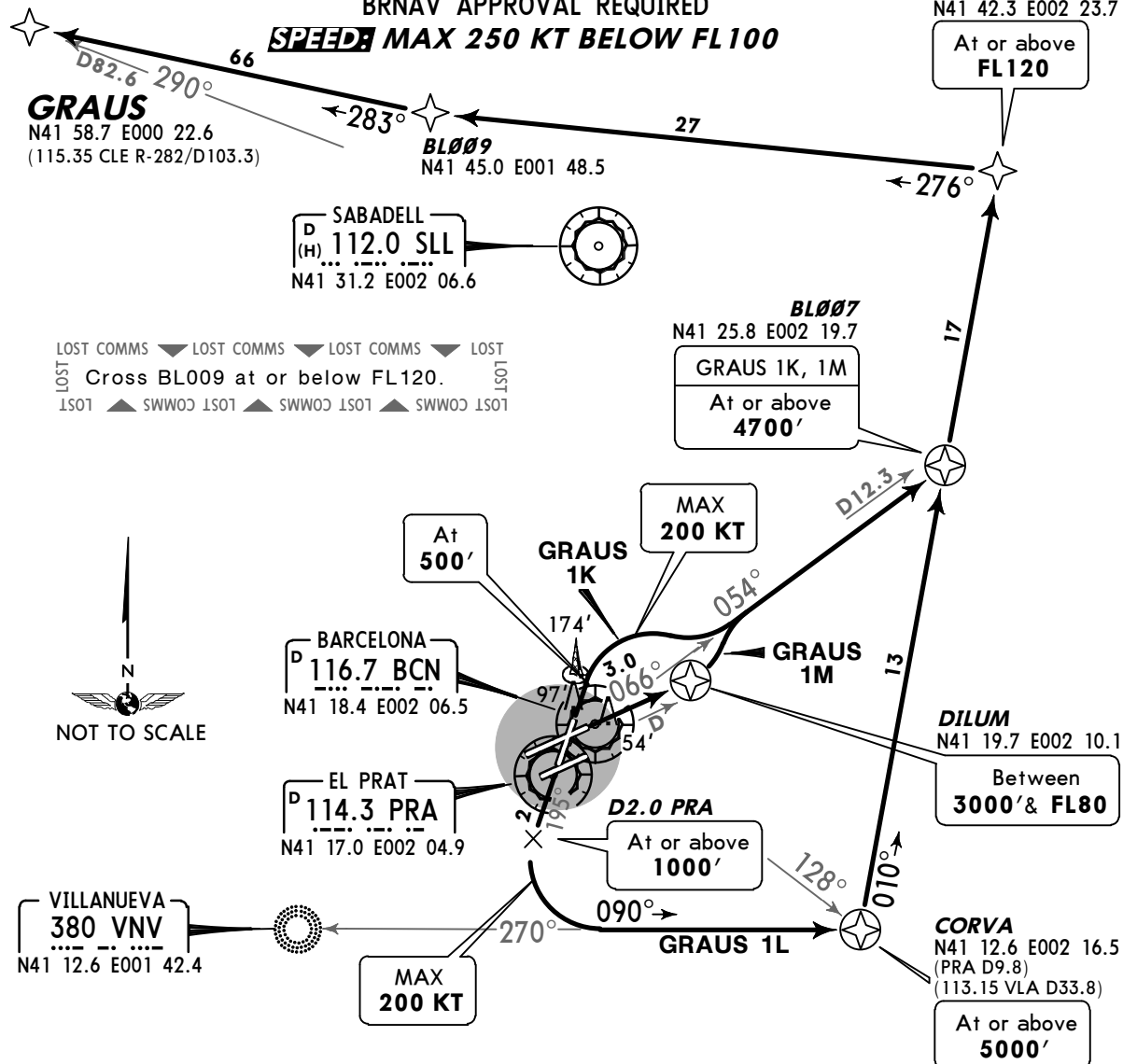
3. For runway configuration refer to Airport Briefing pages.



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.

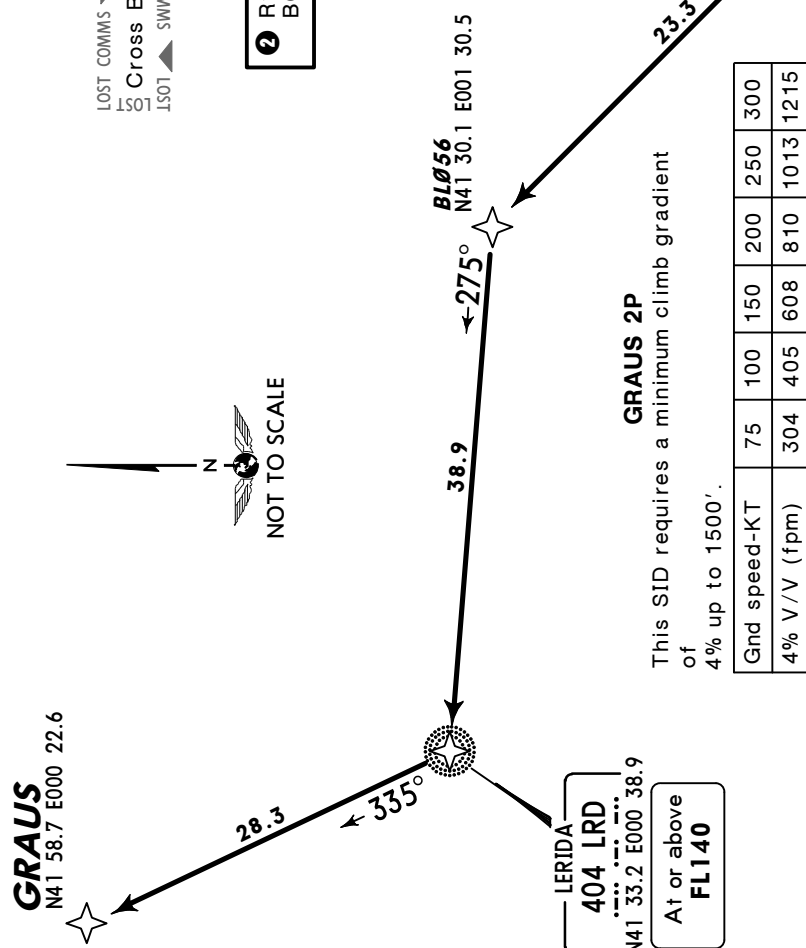
GRAUS TWO PAPA
(GRAUS 2P) [GRAU2P]
GRAUS THREE QUEBEC
(GRAUS 3Q) [GRAU3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)

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

~~SPEEDS~~ MAX 250 KT UNTIL FL100

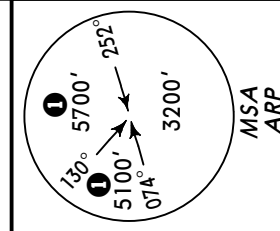
LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross BL056 at or below FL120.
LSOT ► SWWOC LSOT ► SWWOC LSOT ► SWWOC LSOT

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.	

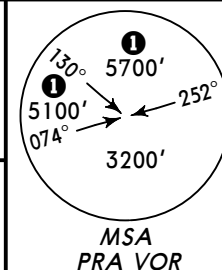


① 4300' within 15 NM

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.

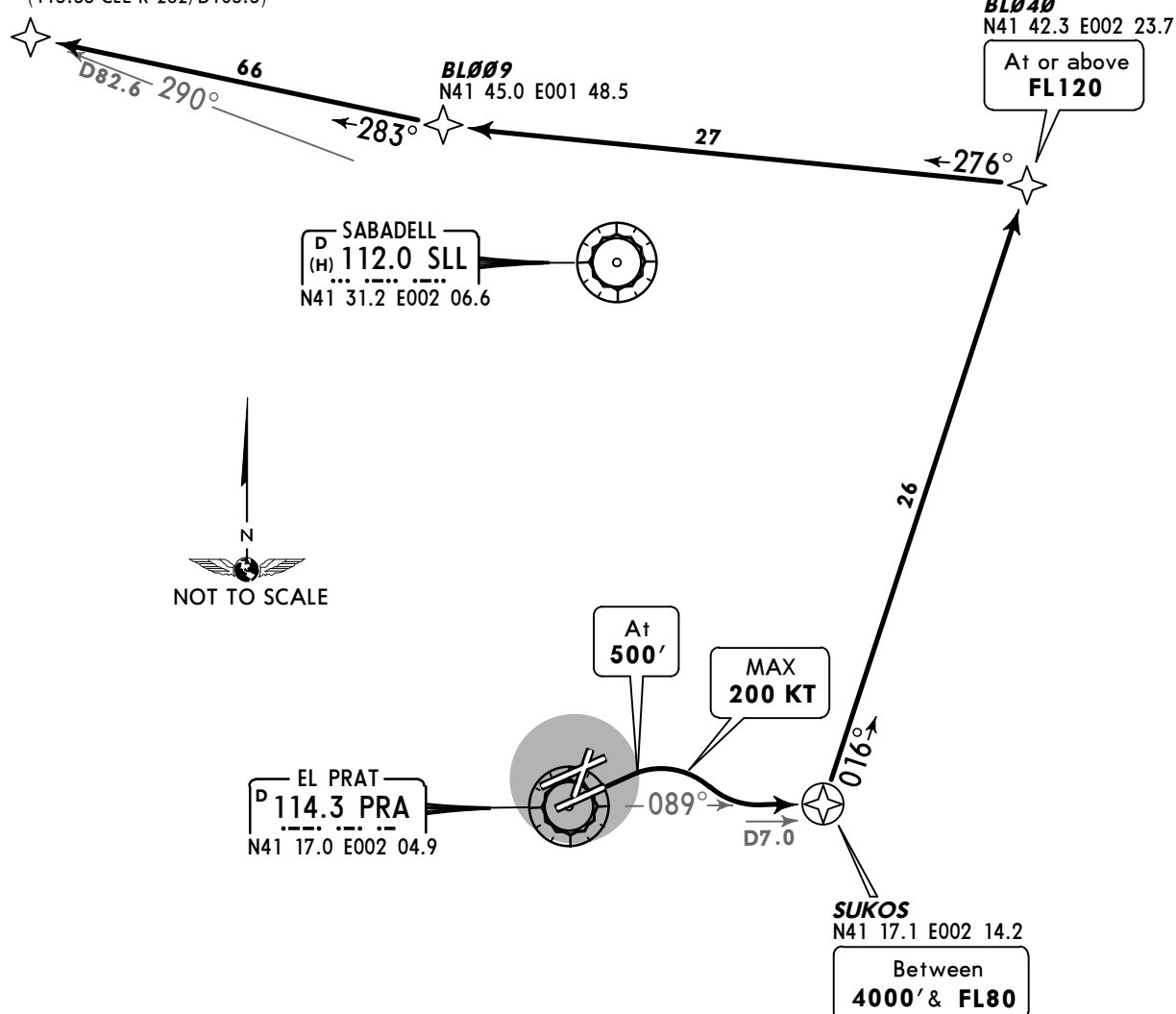


① 4300' within 15 NM

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:

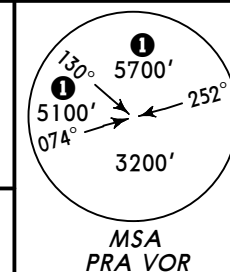
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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'

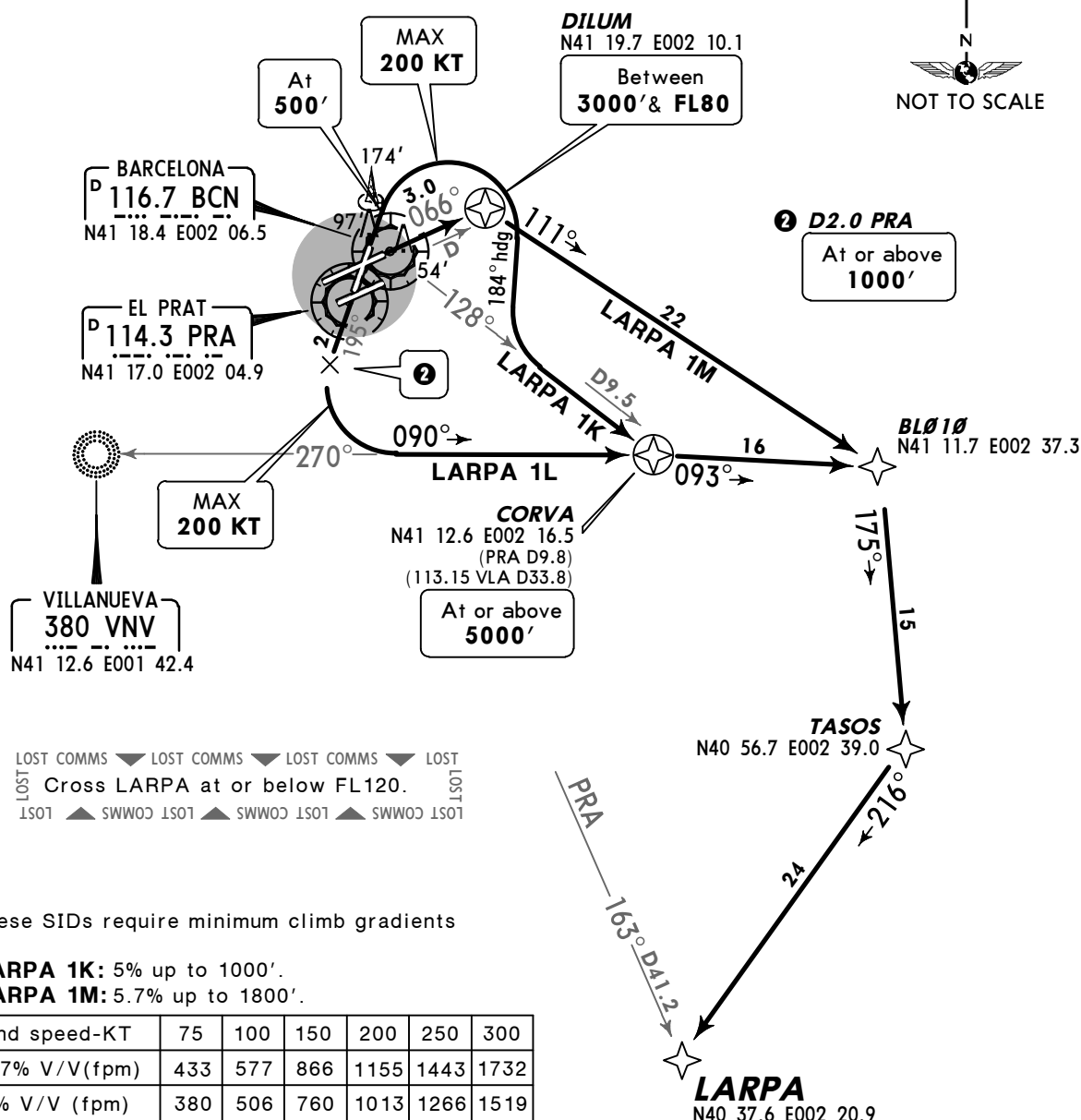
Trans level: By ATC Trans alt: 6000'

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



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

These SIDs require minimum climb gradients of

LARPA 1K: 5% up to 1000'.

LARPA 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

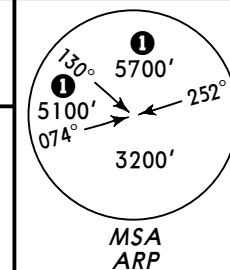
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
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.

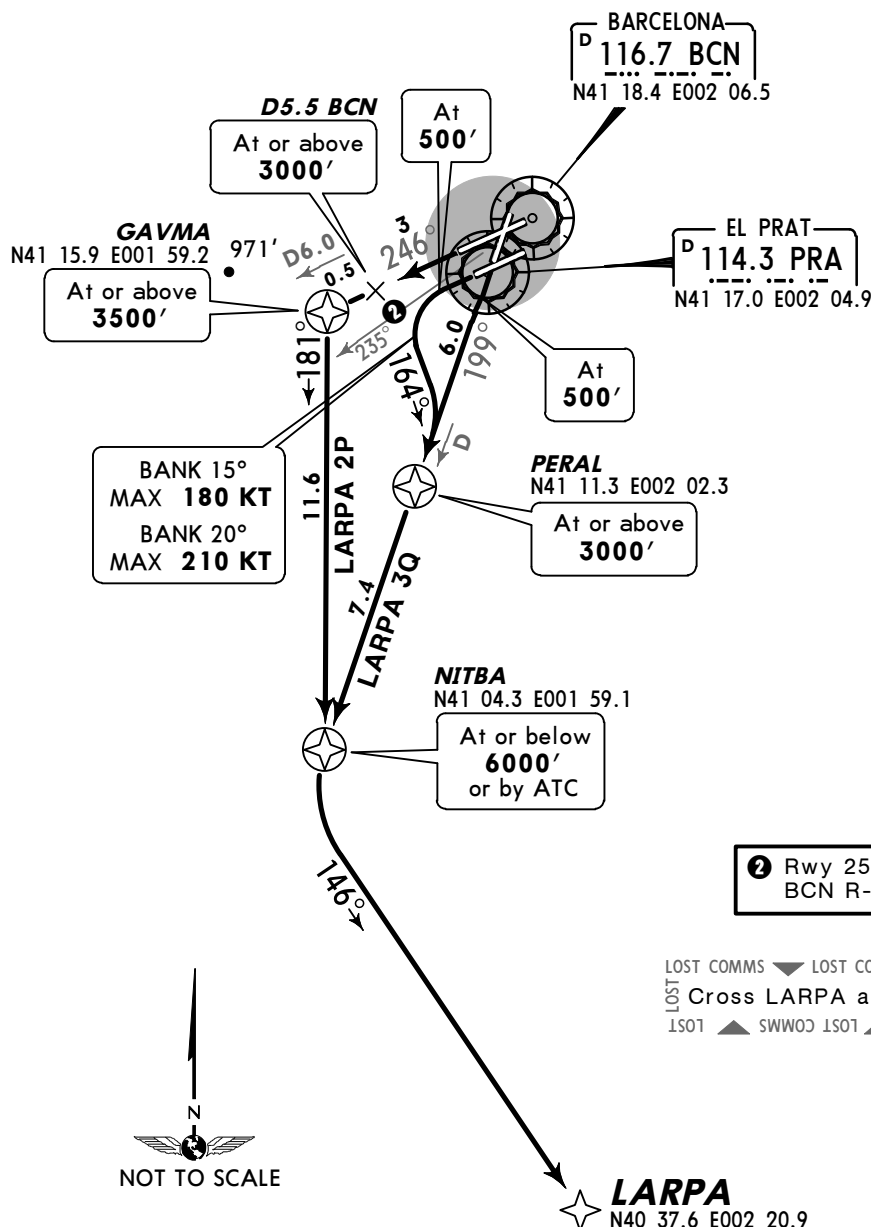


① 4300' within 15 NM

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

Initial ATC clearance:

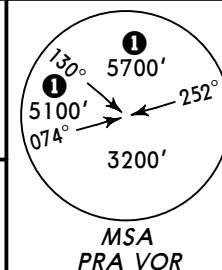
Climb and maintain **FL120** and request flight level change enroute

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

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

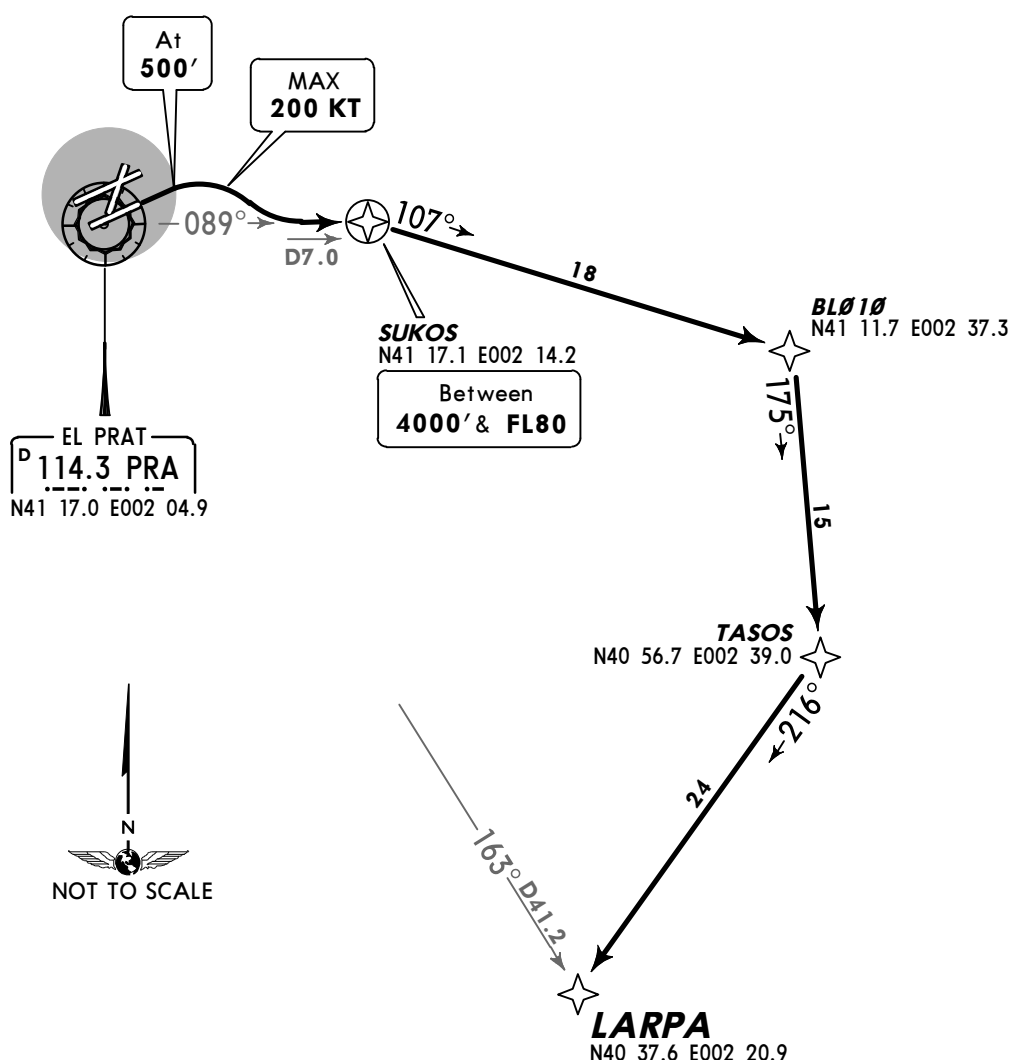
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

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



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

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

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

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

INITIAL CLIMB/ROUTING

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

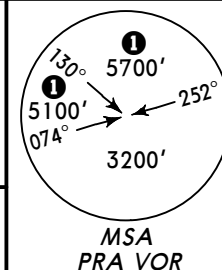
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

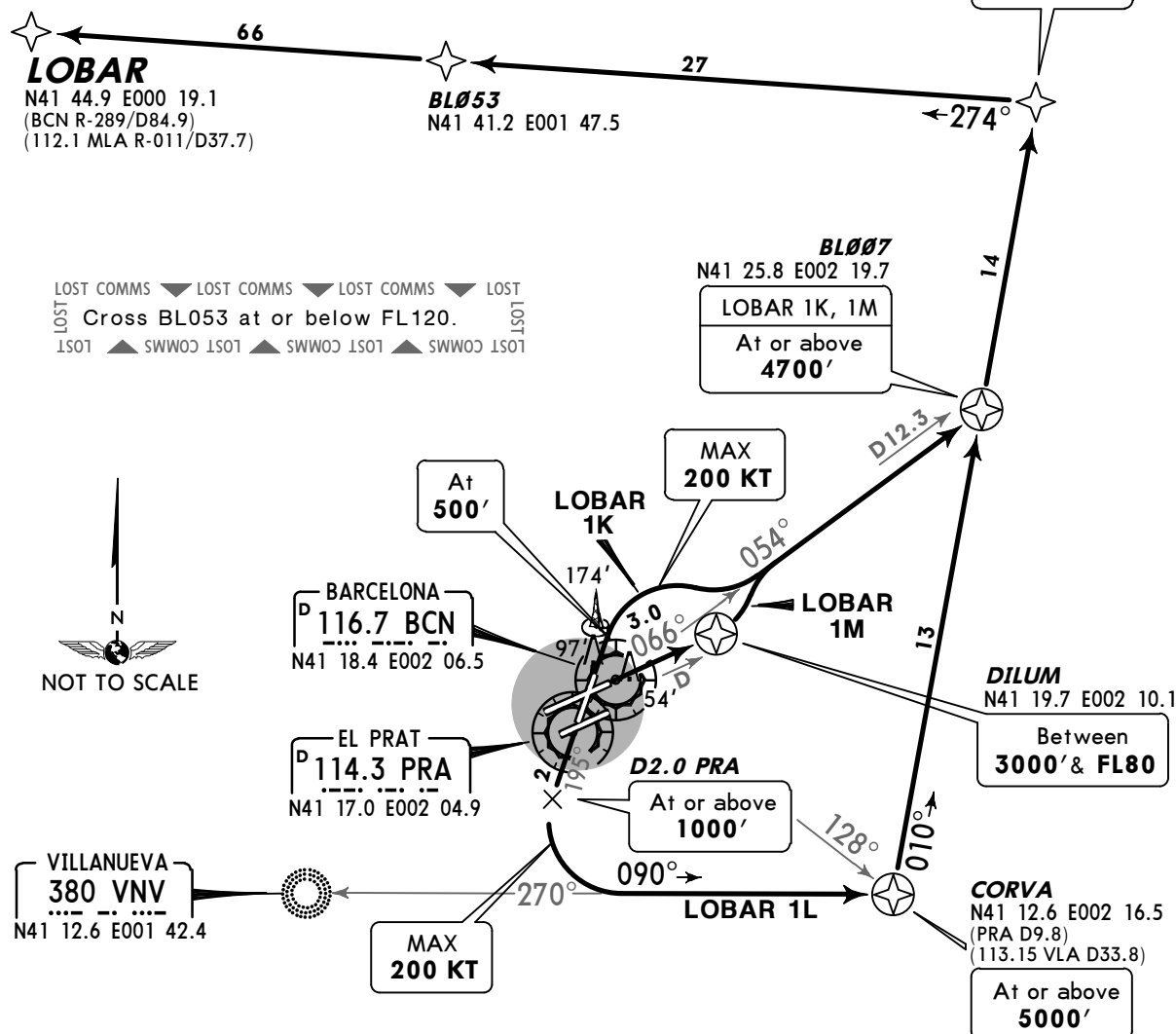
2. EXPECT close-in obstacles.

3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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



These SIDs require minimum climb gradients of

LOBAR 1K: 5% up to 1500'.

LOBAR 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
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.

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 TWO PAPA
(LOBAR 2P) [LOBA2P]
LOBAR THREE QUEBEC
(LOBAR 3Q) [LOBA3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)

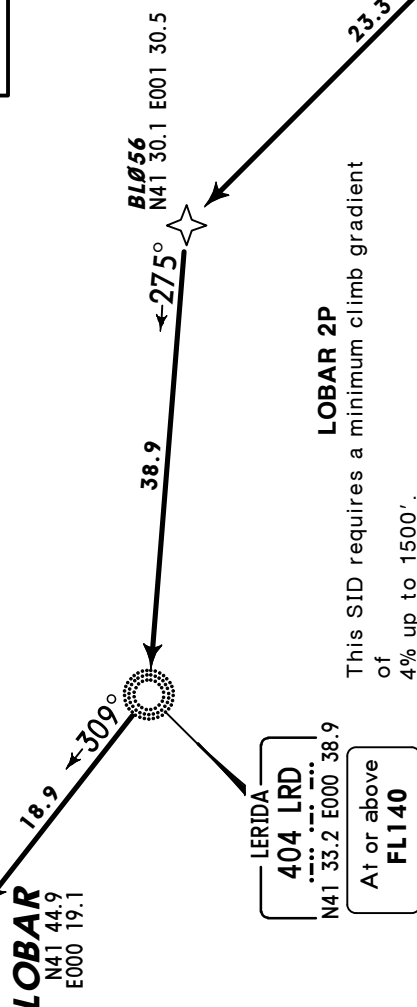
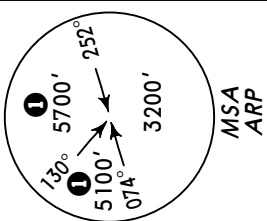
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES

~~SPEEDS~~ MAX 250 KT UNTIL FL100

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

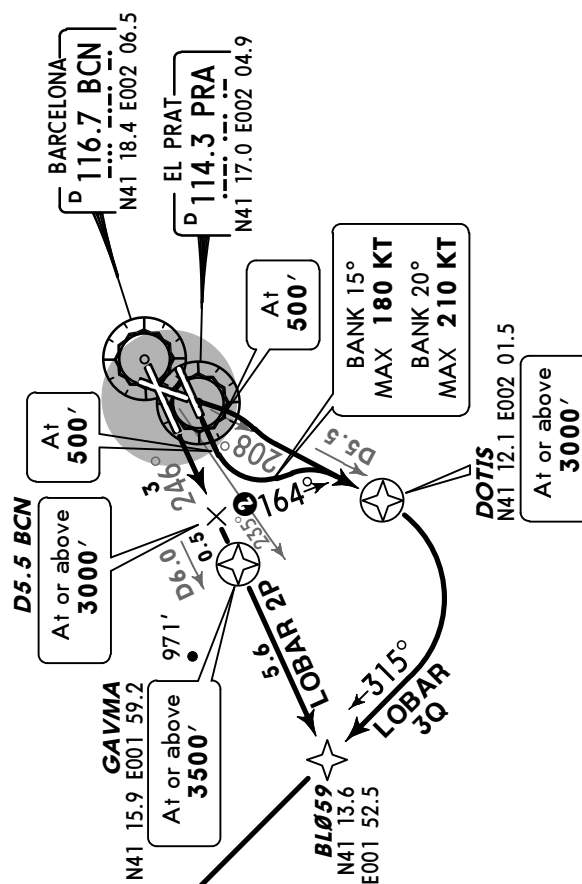
2 Rwy 25L: Do not overshoot
BCN R-235 on initial turn.

1 4300' within 15 NM



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

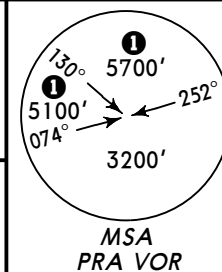
SID	RWY	INITIAL CLIMB
LOBAR 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LOBAR 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
LOBAR 2P	GAVMA (3500'+) - BL059 - LRD (FL140+) - LOBAR.	
LOBAR 3Q	DOTIS (3000'+) - BL056 - LRD (FL140+) - LOBAR.	



Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

LOBAR TWO ROMEO (LOBAR 2R) [LOBA2R]

RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

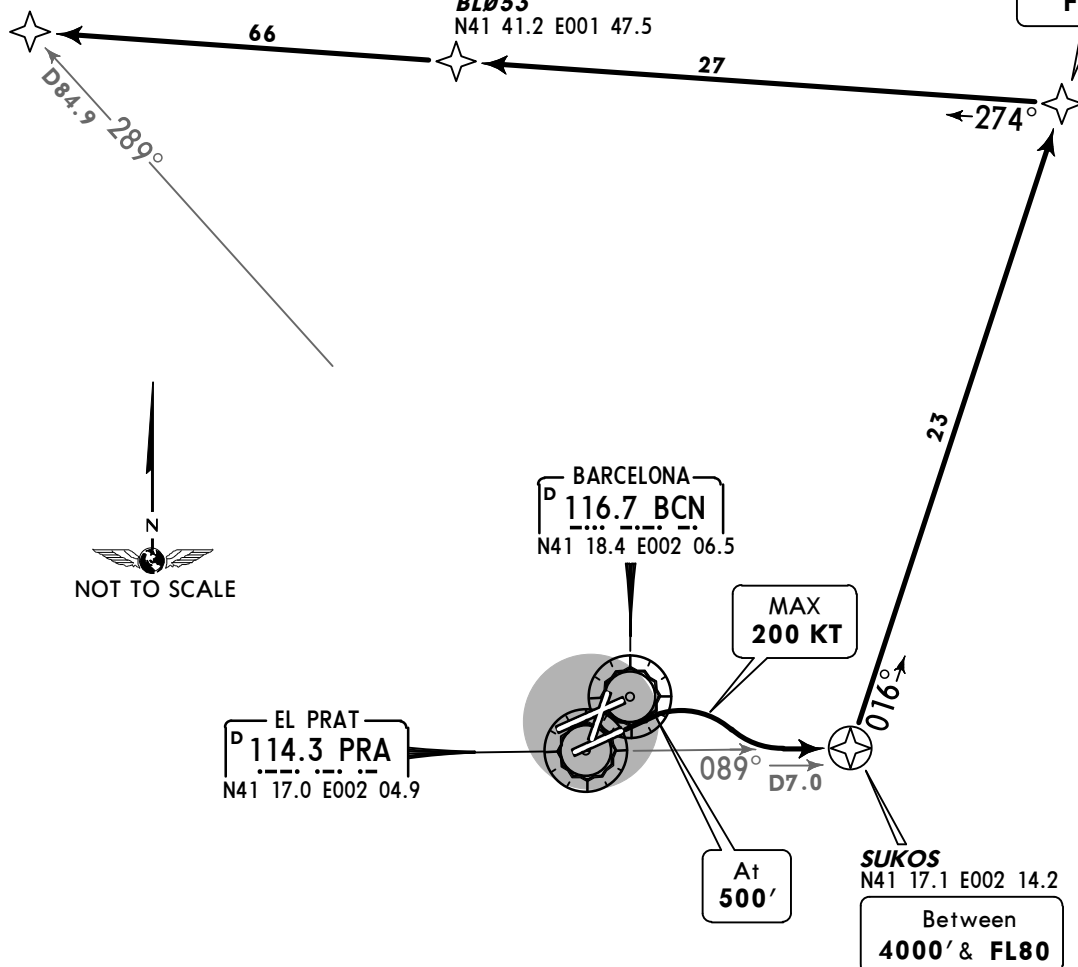
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL053 at or below FL120.
LOST ▲ SWW03 ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT

LOBARN41 44.9 E000 19.1
(112.1 MLA R-011/D37.7)**BL053**

N41 41.2 E001 47.5

BL008

N41 39.4 E002 23.0

At or above
FL110

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.

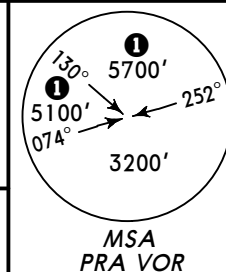
Apt Elev
14'

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.

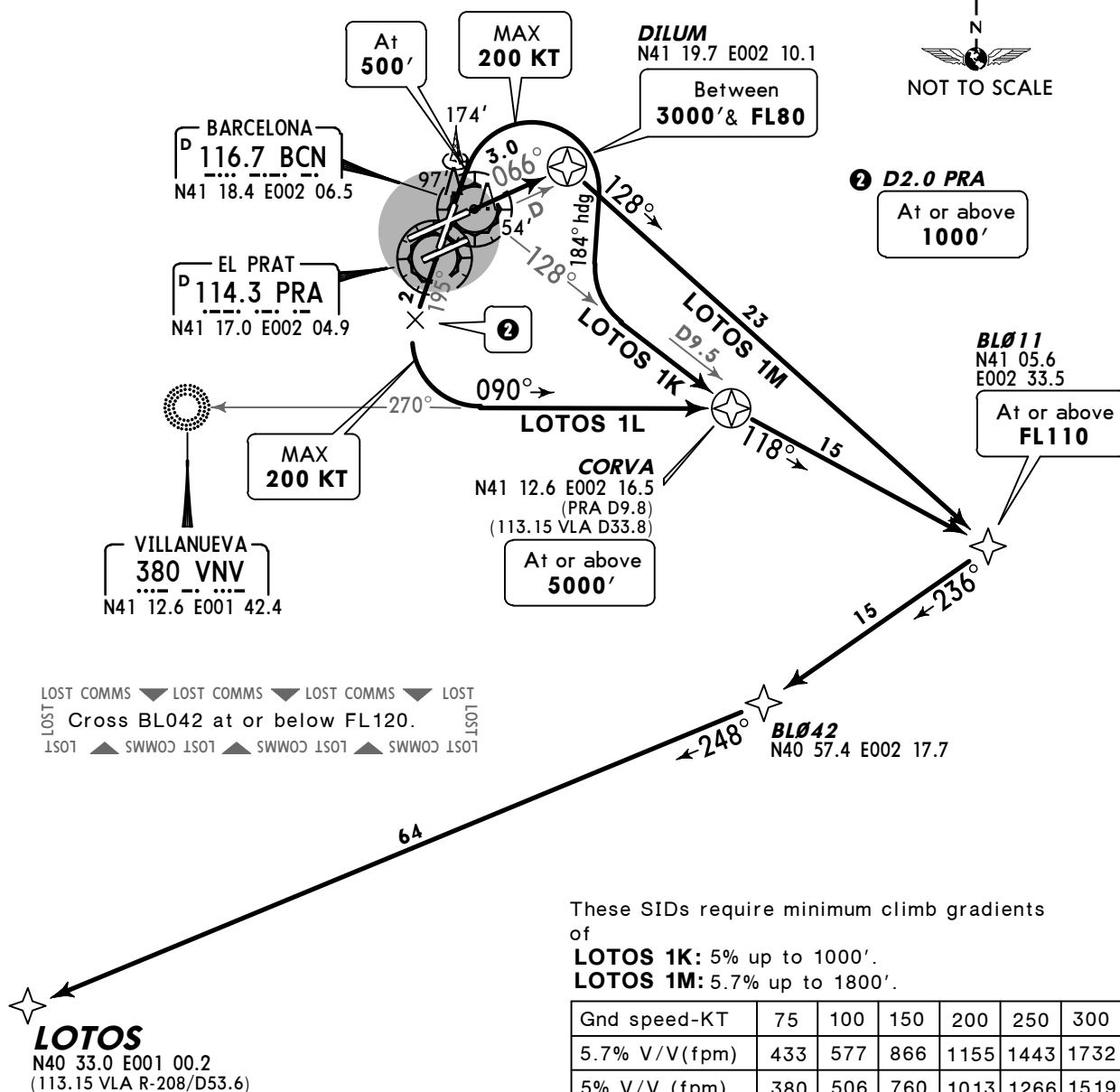
2. EXPECT close-in obstacles.

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'.

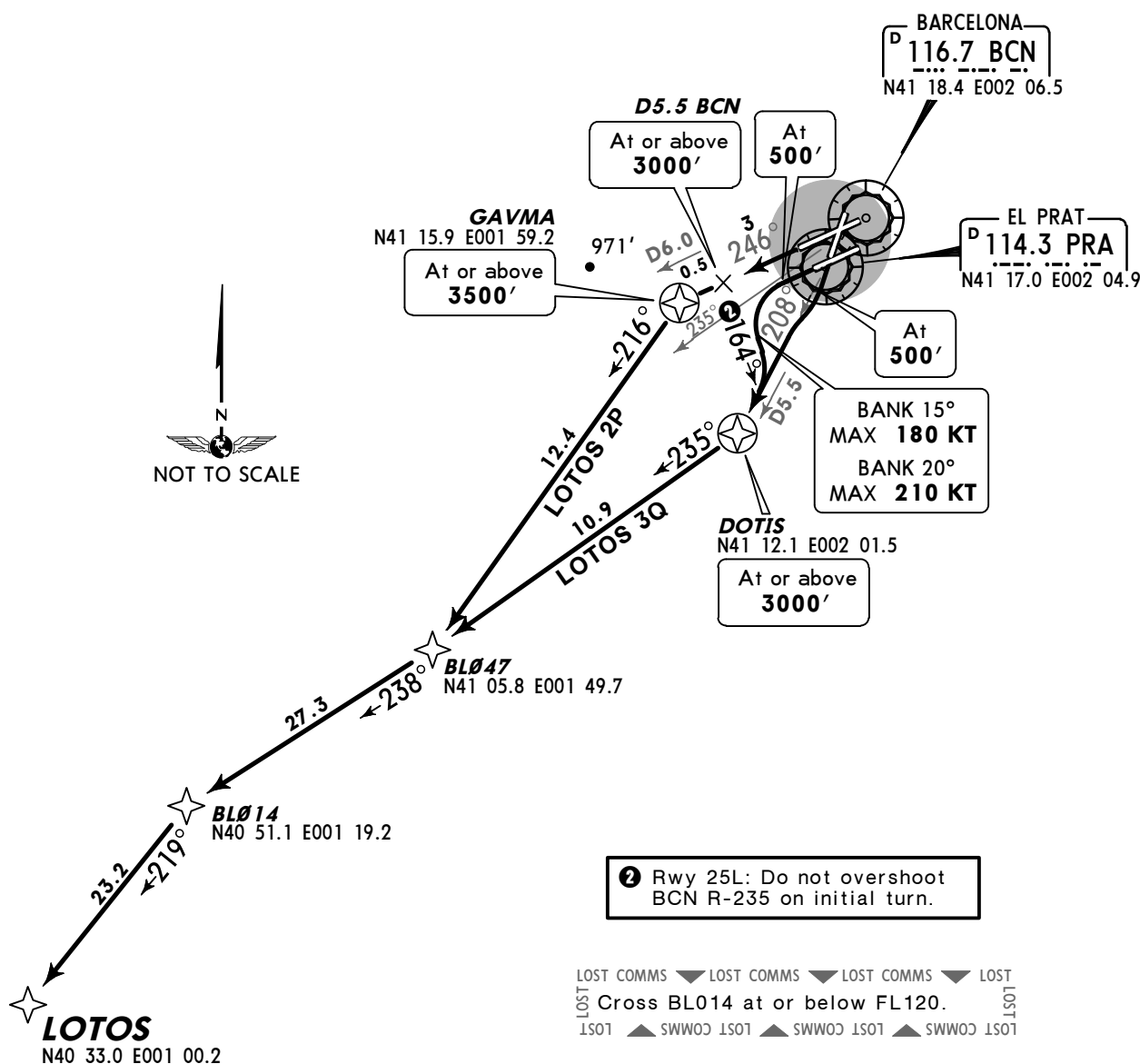
Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
5% V/V (fpm)	380	506	760	1013	1266	1519

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.



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

Cross BL014 at or below FL120.

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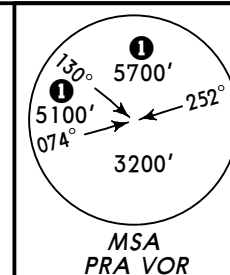
© JEPPESEN, 2010, 2012. ALL RIGHTS RESERVED.

Apt Elev
14'

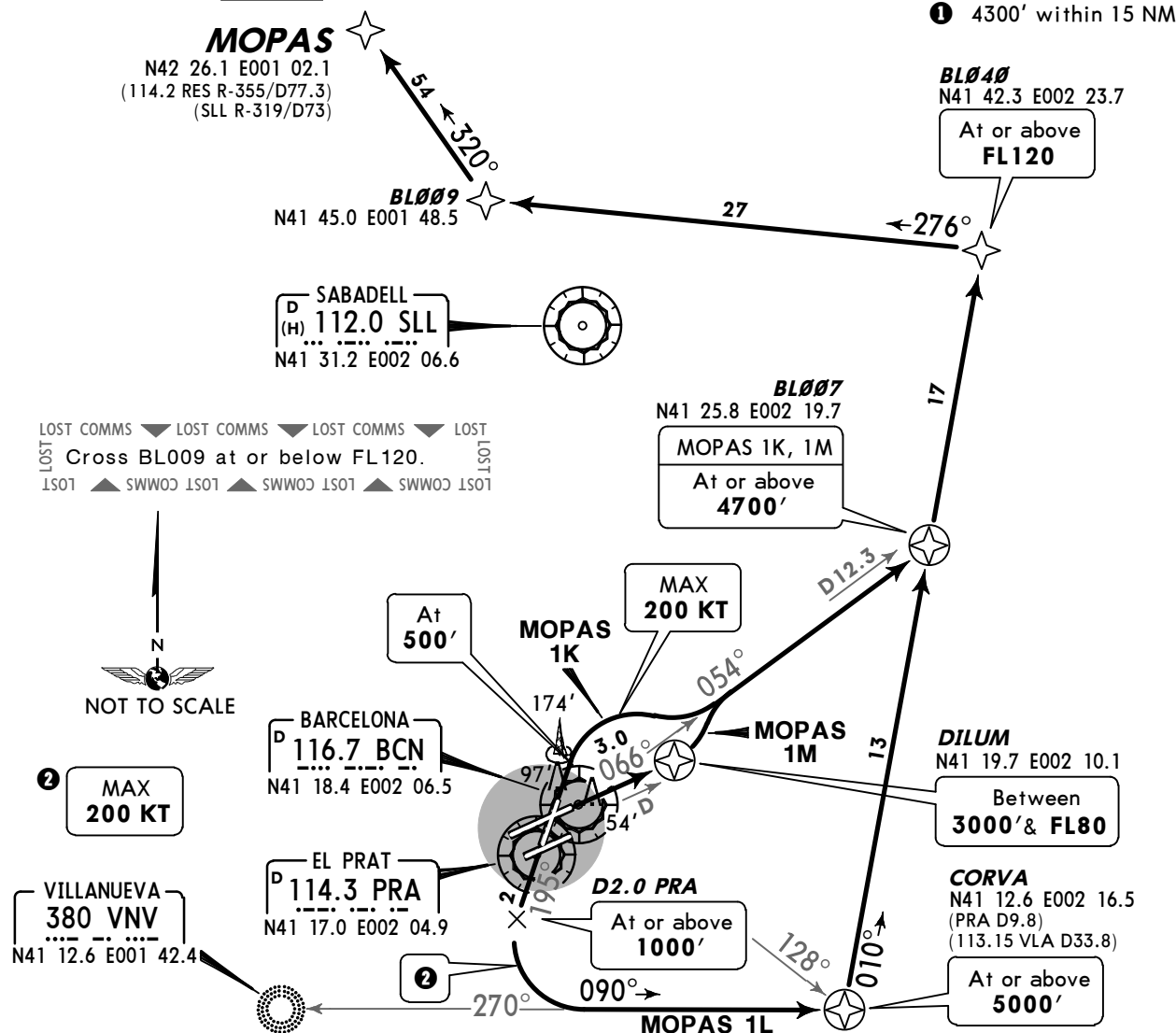
Trans level: By ATC Trans alt: 6000'

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

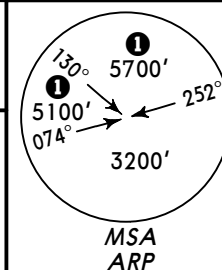
MOPAS 1K: 5% up to 1500'.
MOPAS 1M: 5.7% up to 1800'.

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

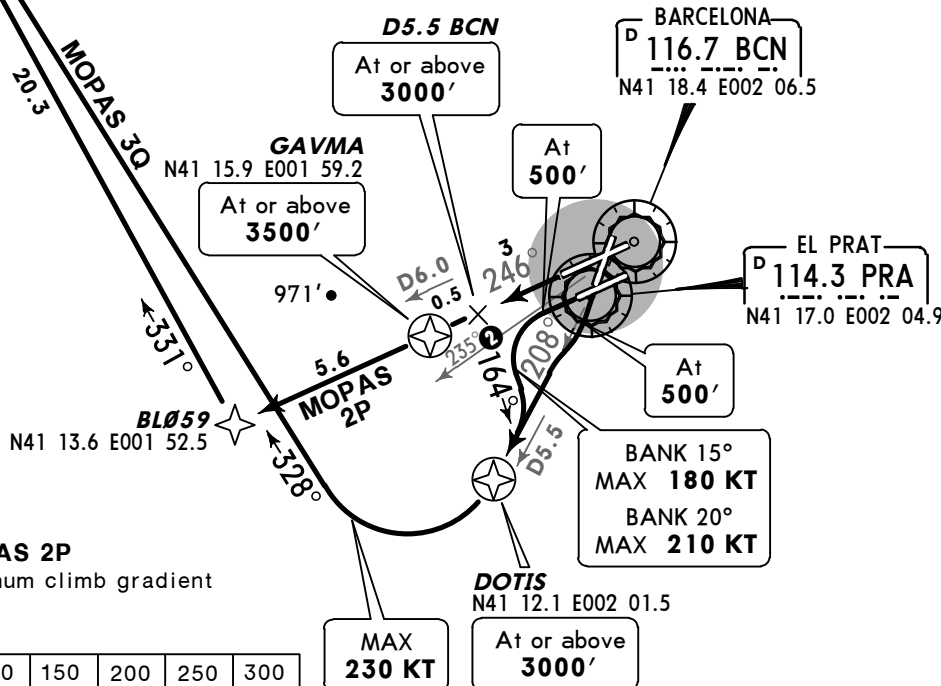
~~SPEED~~ MAX 250 KT UNTIL FL100

MOPAS
N42 26.1 E001 02.1

BL055
N41 31.4 E001 39.4
At or above
FL120

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

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

**MOPAS 2P**

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

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

Initial ATC clearance:

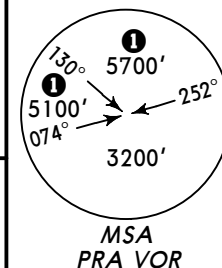
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
MOPAS 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
MOPAS 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
MOPAS 2P	GAVMA (3500'+) - BL059 - BL055 (FL120+) - MOPAS.	
MOPAS 3Q	DOTIS (3000'+; K230-) - BL055 (FL120+) - MOPAS.	

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

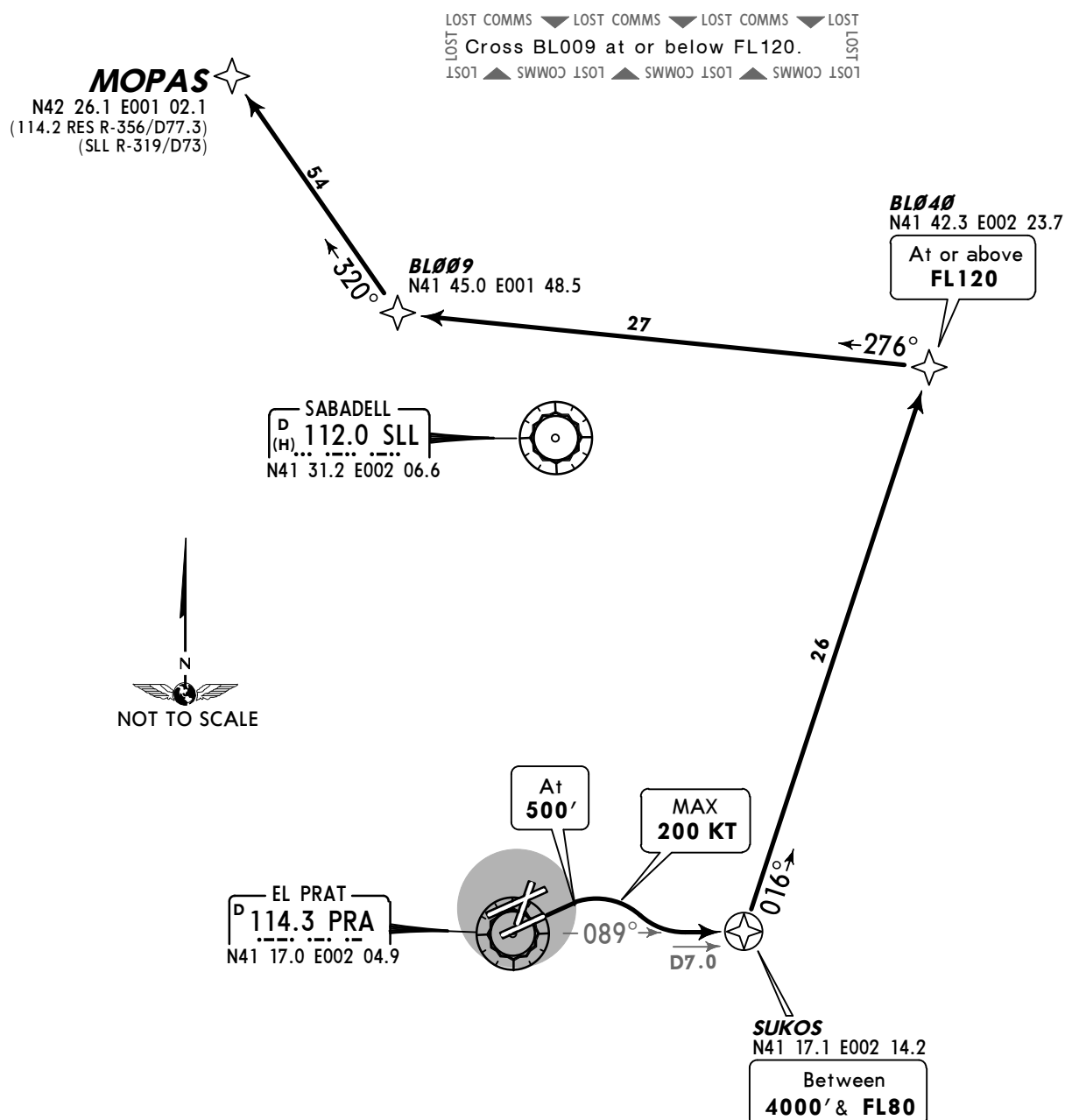
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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

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

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

Initial ATC clearance:

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

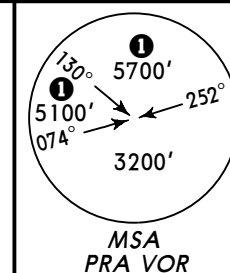
Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL040, then to BL009, then to MOPAS.

Apt Elev
14'

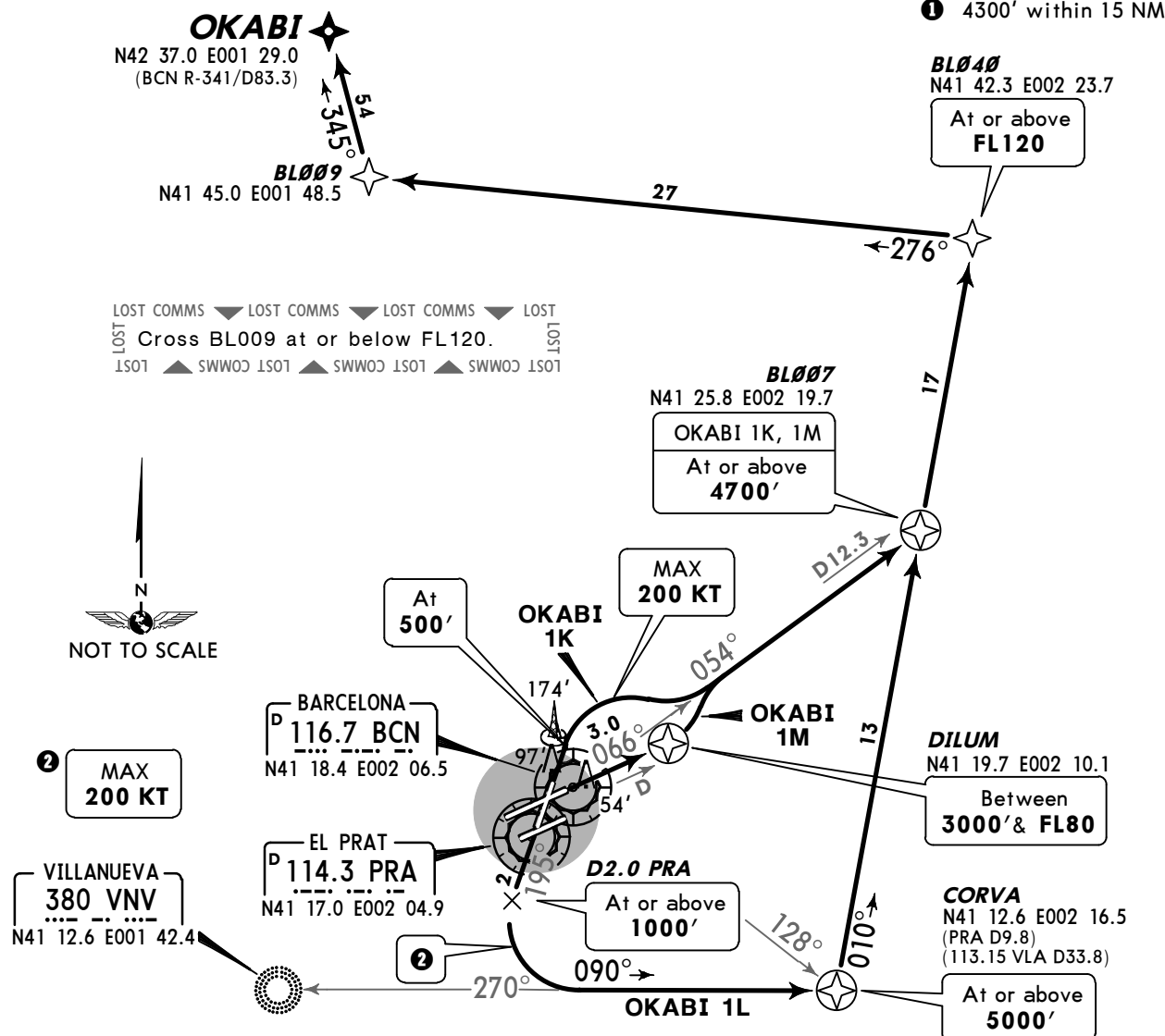
Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport Briefing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

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

BRNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100

① 4300' within 15 NM



These SIDs require minimum climb gradients of

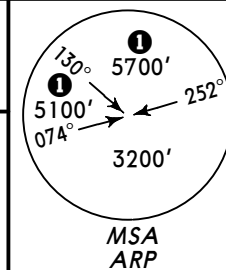
OKABI 1K: 5% up to 1500'.
OKABI 1M: 5.7% up to 1800'.

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

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

SID	RWY	INITIAL CLIMB/ROUTING
OKABI 1K	02 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.

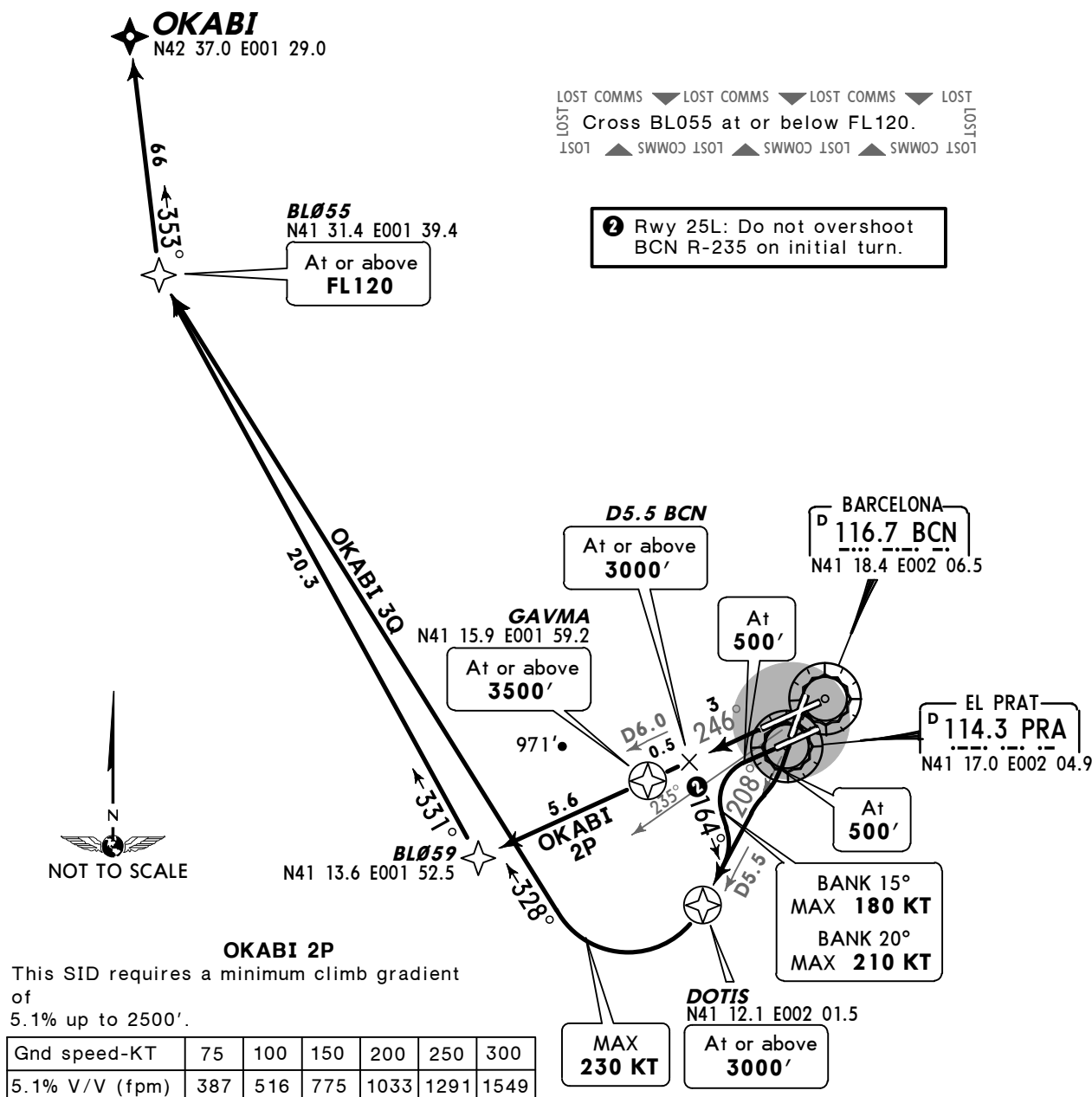
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

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:

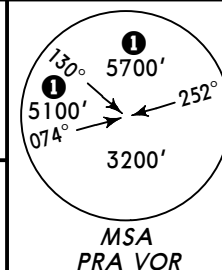
Climb and maintain **FL120** and request flight level change enroute

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'

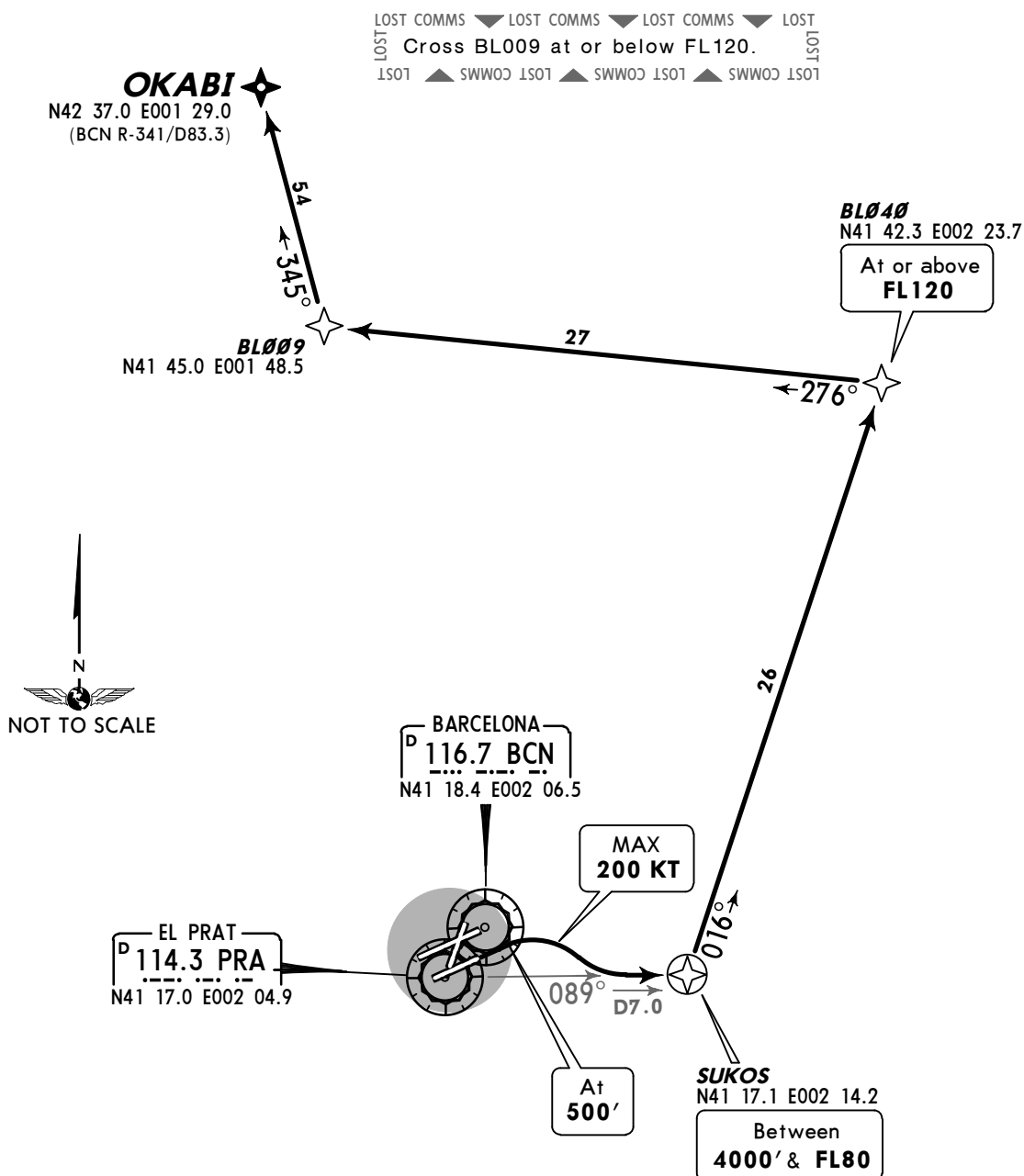
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



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.

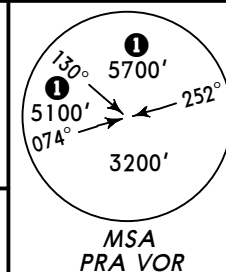
Apt Elev
14'

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.

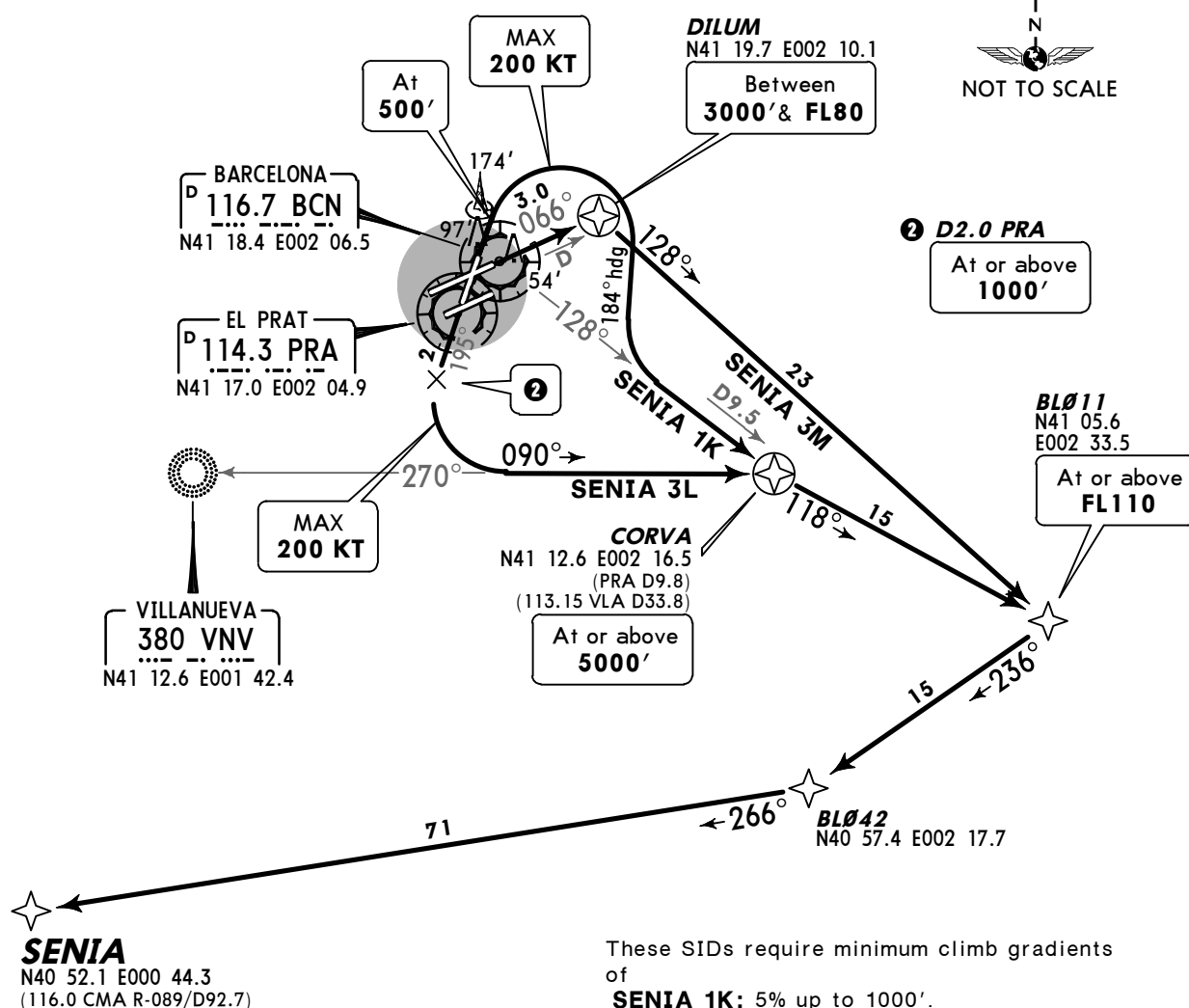
2. EXPECT close-in obstacles.

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

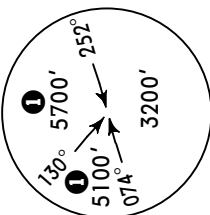
SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV 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.

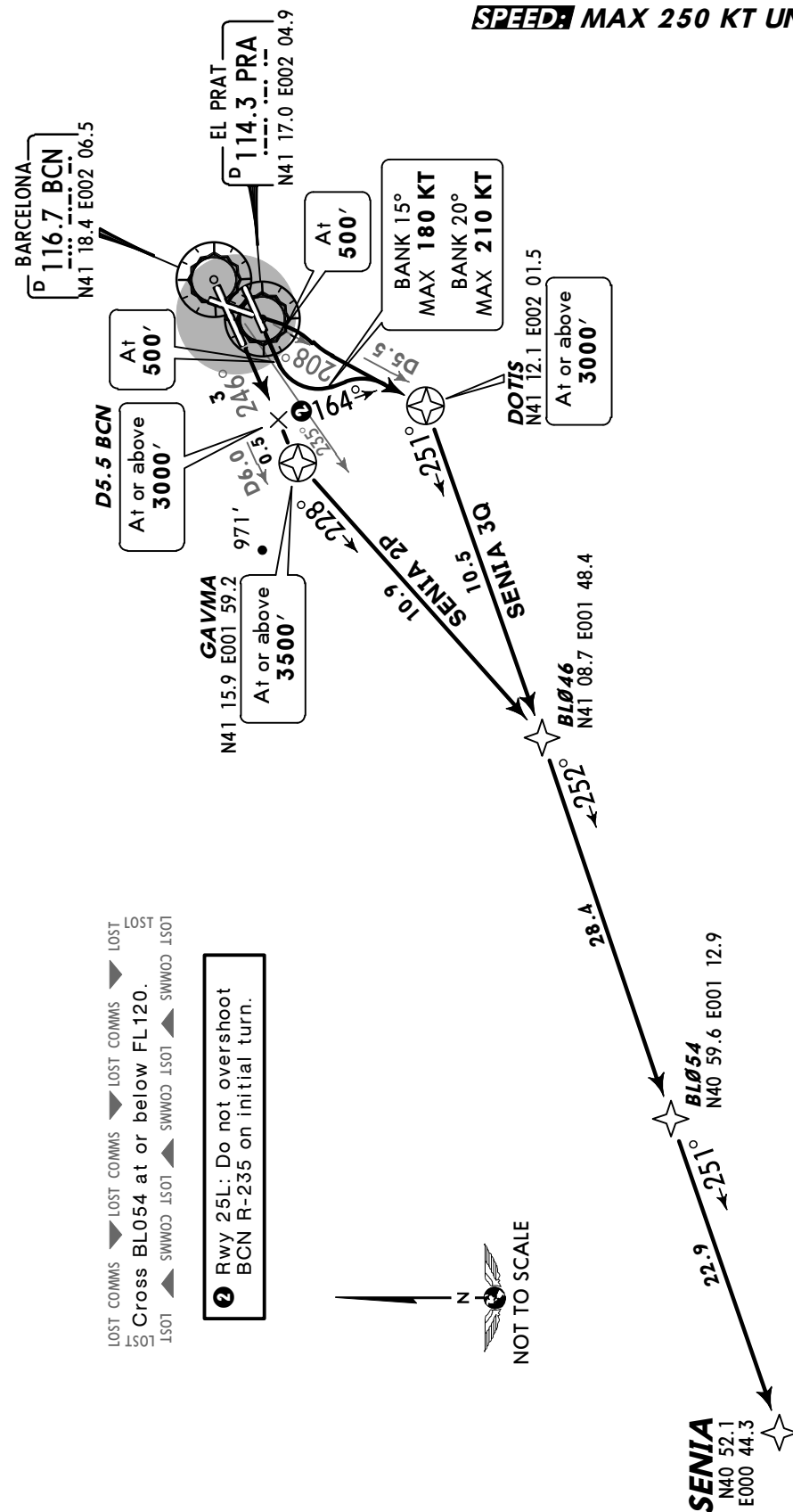
MSA
ARP
4300' within 15 NM

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

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

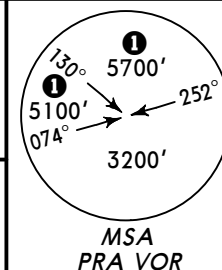
~~SPEED~~ MAX 250 KT UNTIL FL100

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.

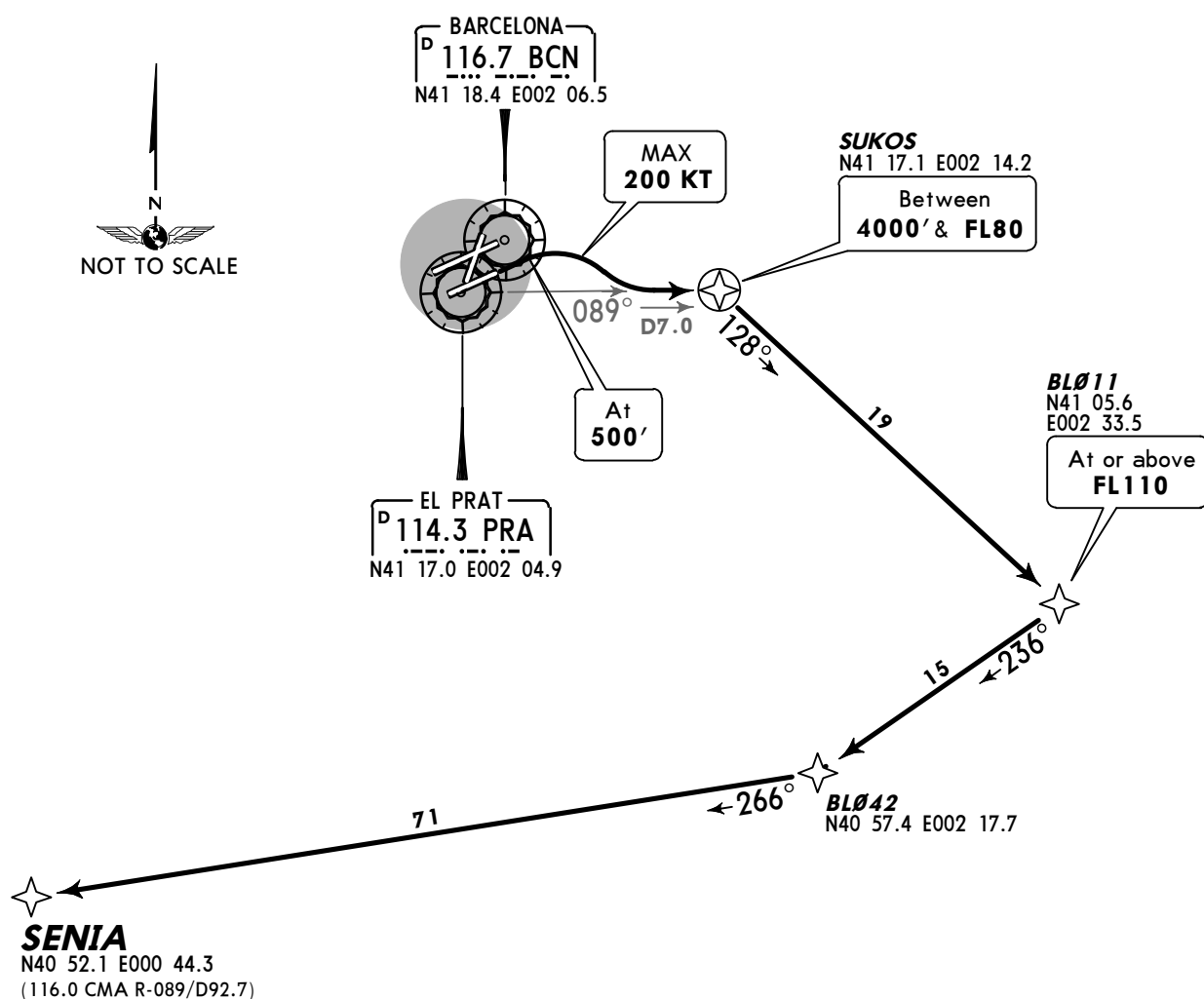


① 4300' within 15 NM

SENIA FOUR ROMEO (SENIA 4R) [SENIA4R]

RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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

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

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

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

Initial ATC clearance:

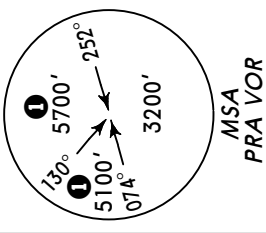
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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



1 4300' within 15 NM

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

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

RNAV DEPARTURES

RNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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

DILUM
N41 19.7 E002 10.1
Between
3000' & FL80MAX
200 KT
At
500'**BARCELONA**
P 116.7 BCN
N41 18.4 E002 06.5**EL PRAT**
P 114.3 PRA
N41 17.0 E002 04.9**VILLANUEVA**
380 VNV
N41 12.6 E001 42.4**BL037**
N41 21.1 E003 09.8**VERSO 1M**
(VERSO 1L, 1M: fly-by)
BL051
N41 18.8 E002 37.3**VERSO 1K**
N41 18.8 E002 37.3

NOT TO SCALE

These SIDs require minimum climb gradients

of

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

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

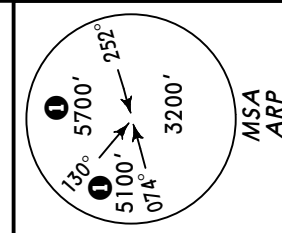
VERSO TWO PAPA (VERSO 2P) [VERS2P]
VERSO THREE QUEBEC (VERSO 3Q) [VERS3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT

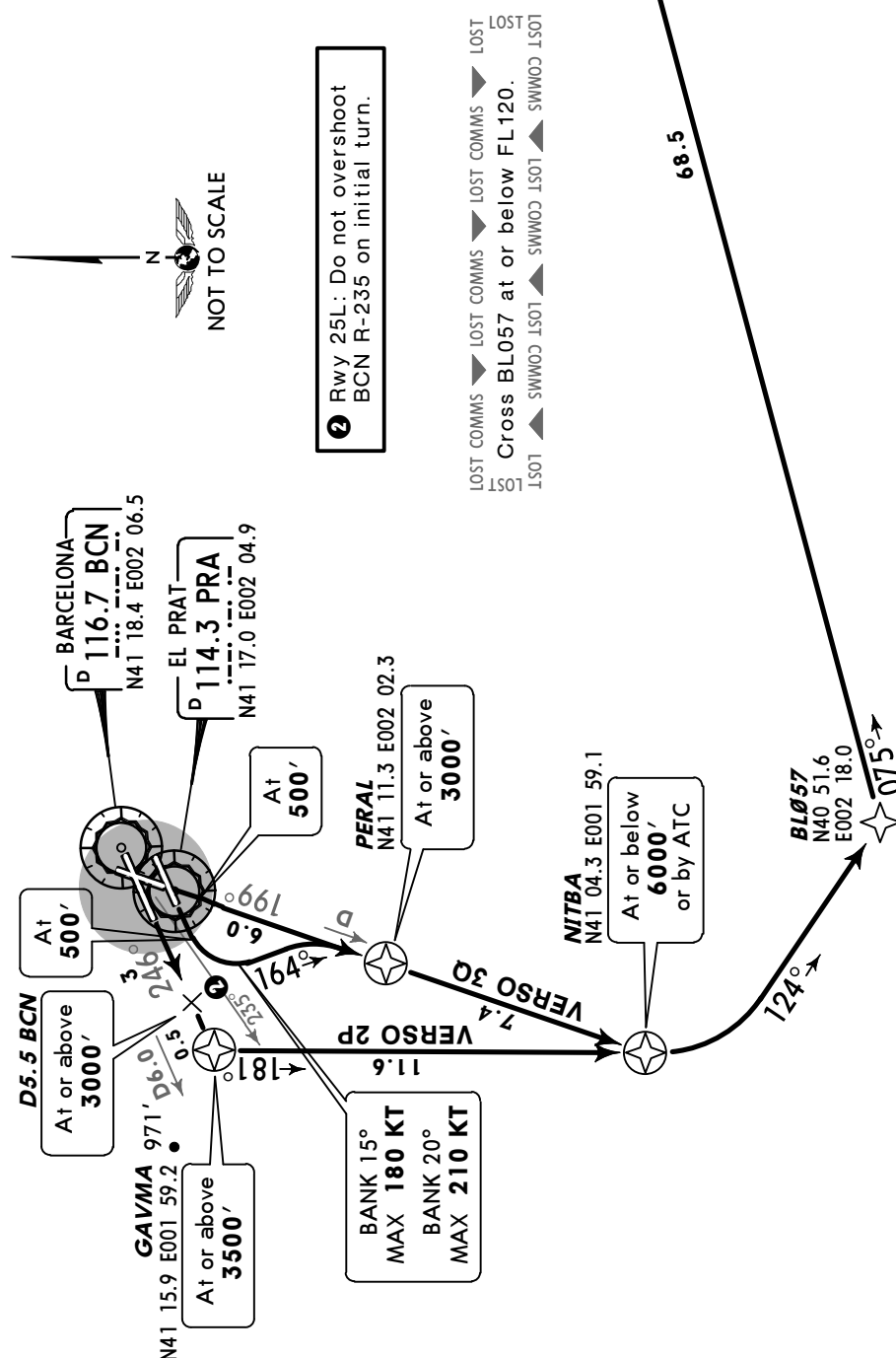
USABLE FOR P-RNAV DEPARTURES

~~SPEED~~ MAX 250 KT UNTIL FL100**VERSO**
N41 09.2 E003 45.4

① 4300' within 15 NM

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

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

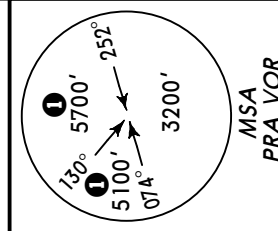


Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

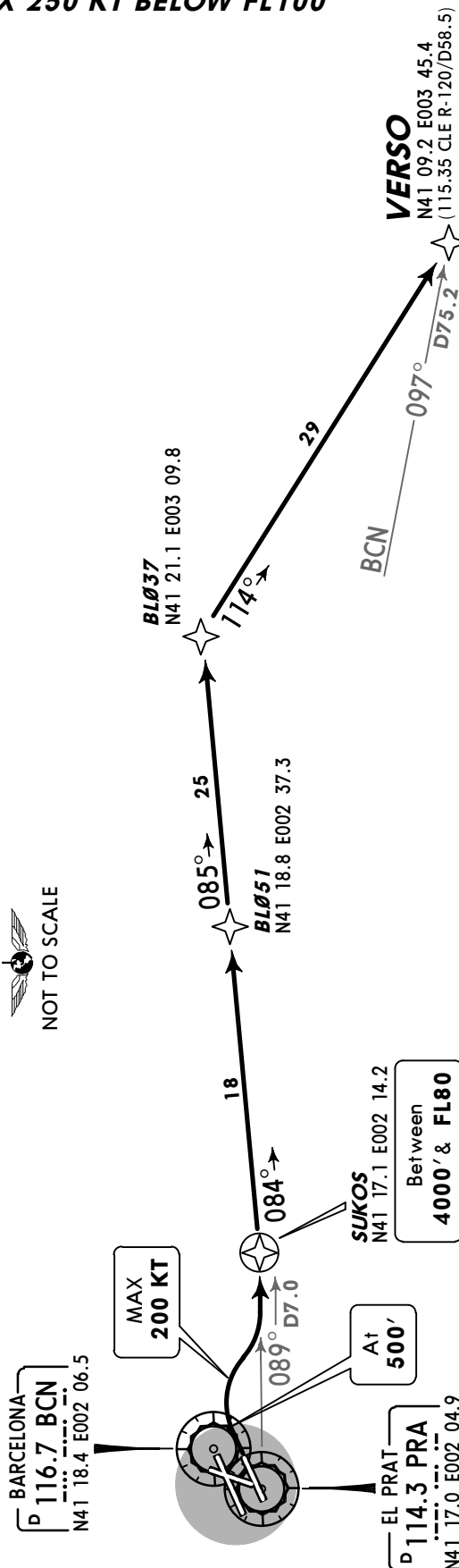
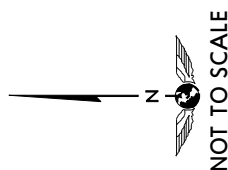
1. This SID is a restricted B-RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

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



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

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

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

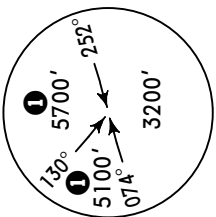
INITIAL CLIMB/ROUTING

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

① 4300' within 15 NM

Trans level: By ATC Trans alt: 6000'

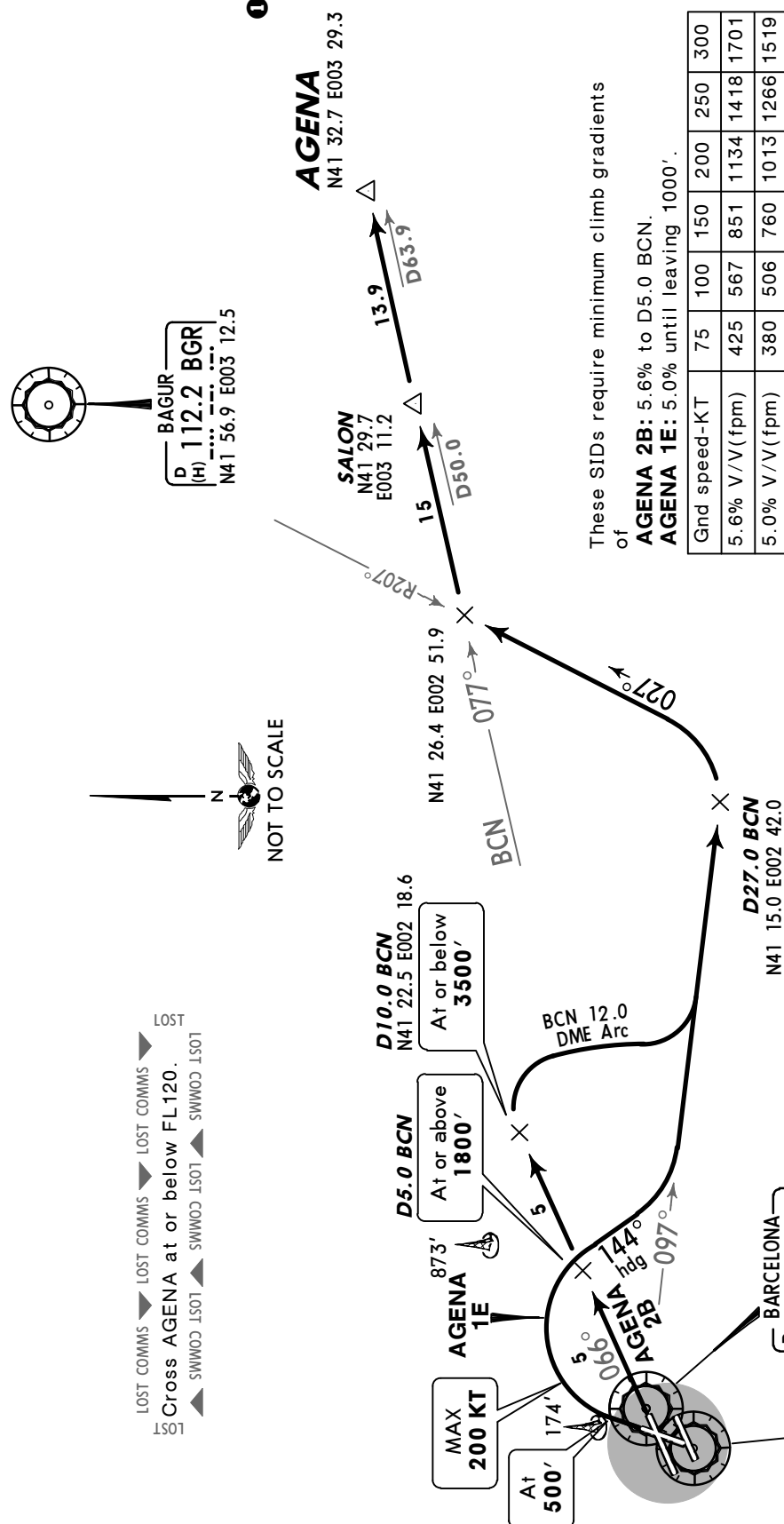
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



MSA
PRA VOR

1 4300' within 15 NM

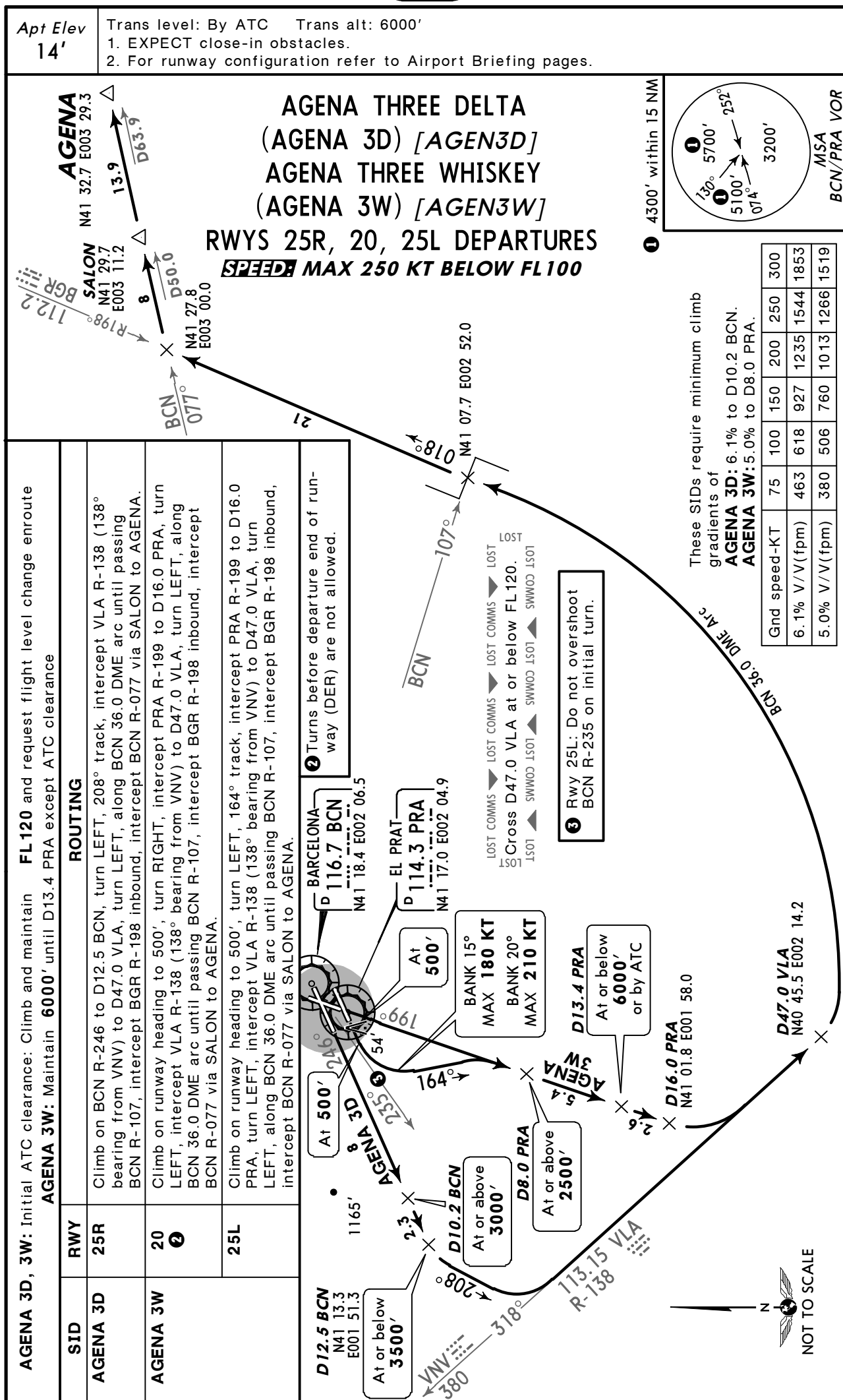
AGENA TWO BRAVO (AGENA 2B) [AGEN2B]
AGENA ONE ECHO (AGENA 1E) [AGEN1E]
RWYS 07L, 02 DEPARTURES
SPEED MAX 250 KT BELOW FL100



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.

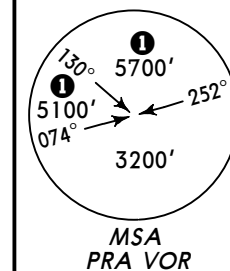


Apt Elev
14'

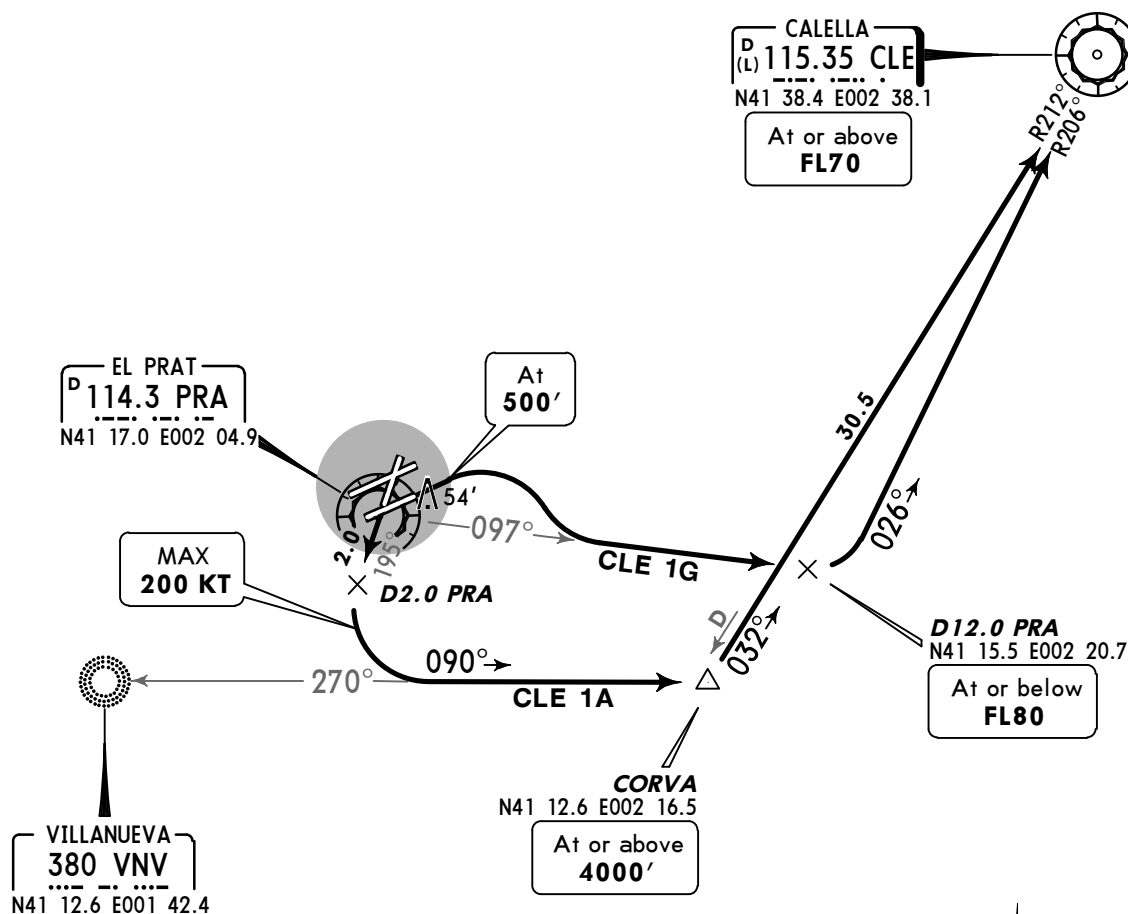
Trans level: By ATC Trans alt: 6000'

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



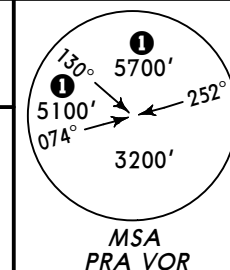
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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'

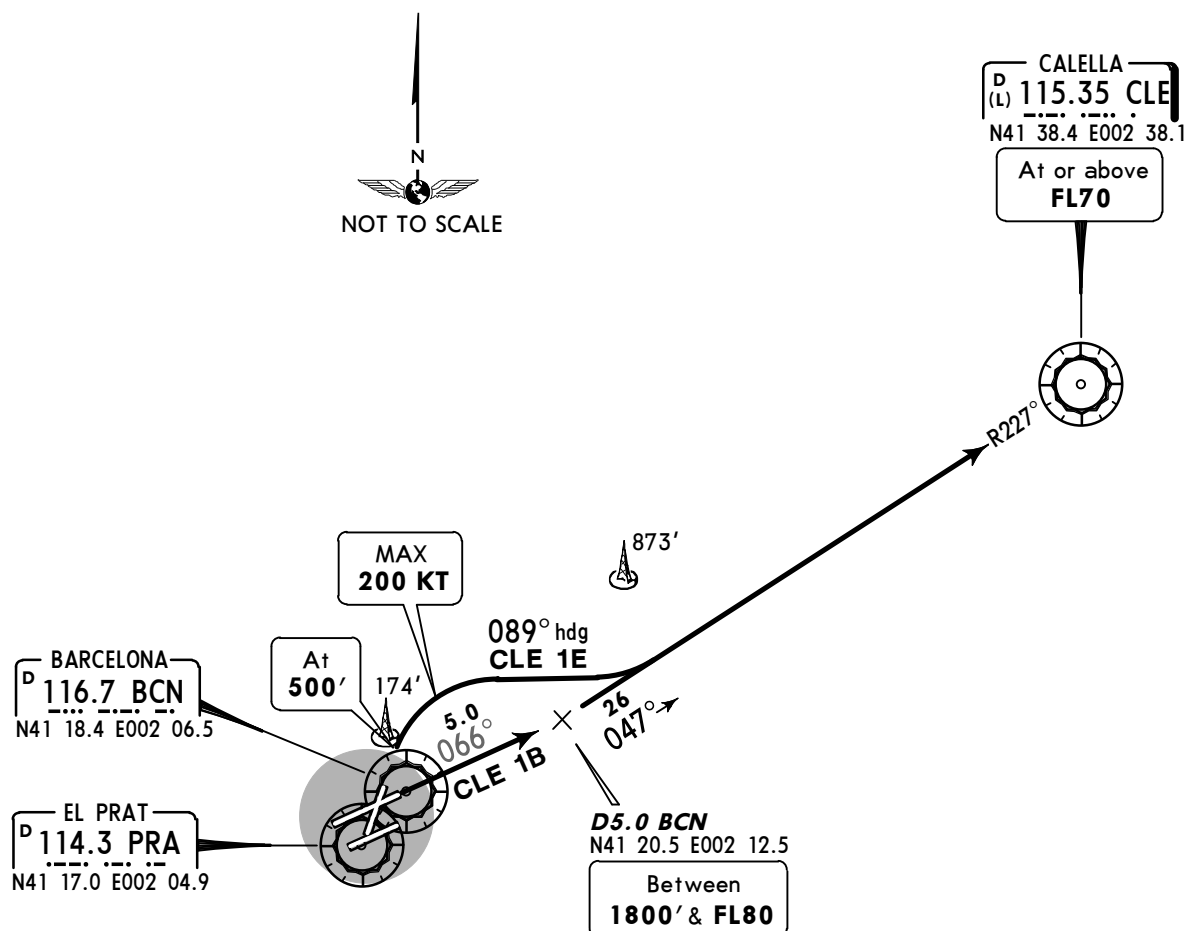
Trans level: By ATC Trans alt: 6000'

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'.

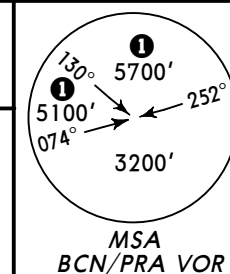
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial ATC clearance:

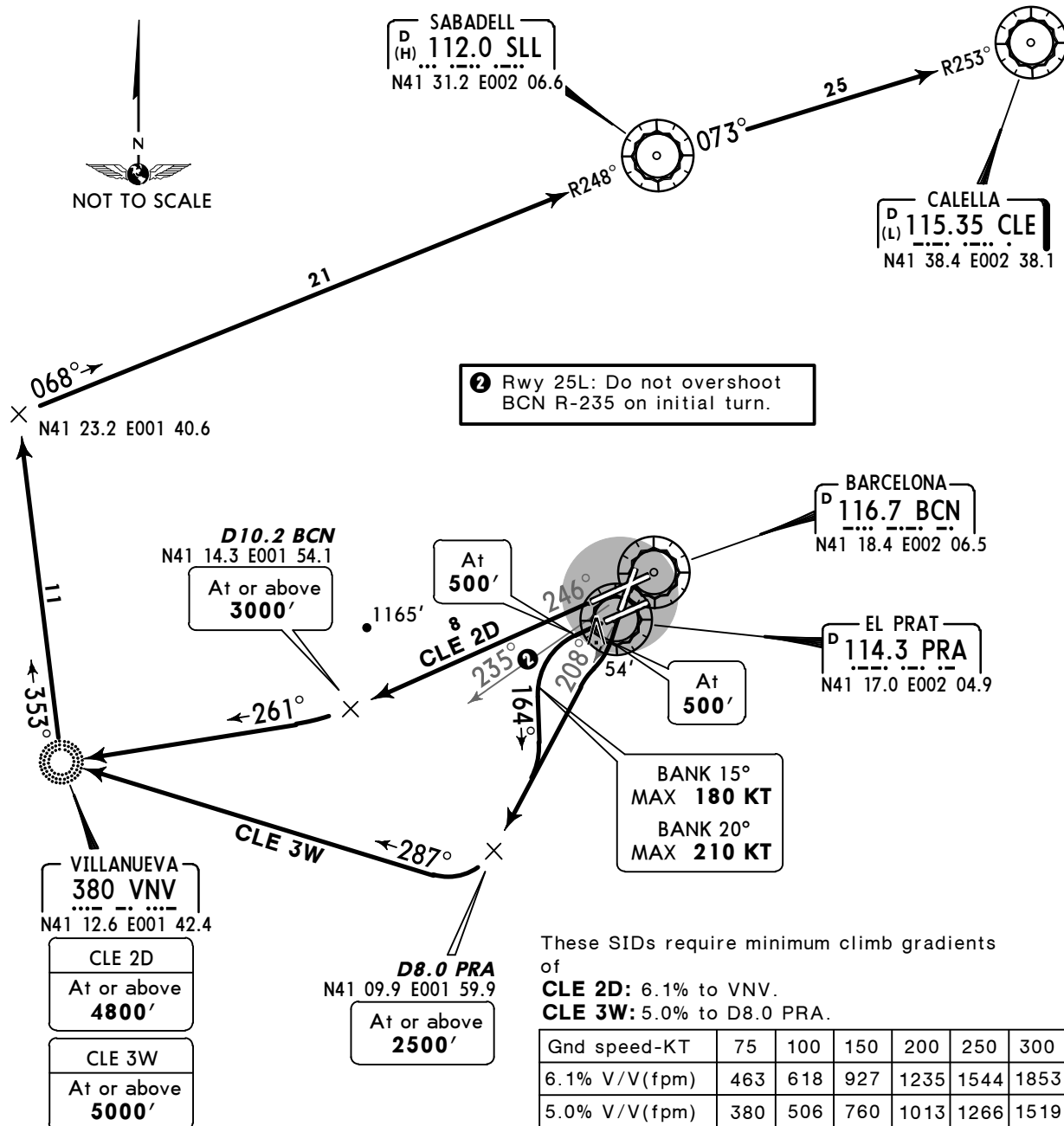
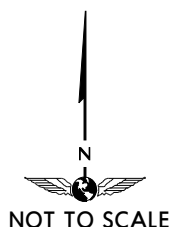
Climb and maintain **FL120** and request flight level change enroute

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 FL100These SIDs require minimum climb gradients of
CLE 2D: 6.1% to VNV.
CLE 3W: 5.0% to D8.0 PRA.

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

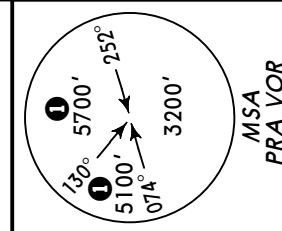
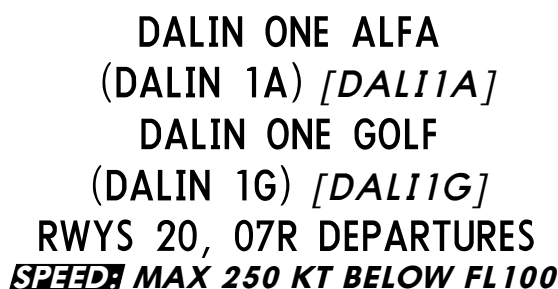
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
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.

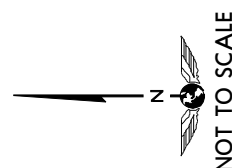
③ Turns before departure end of runway (DER) are not allowed.

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

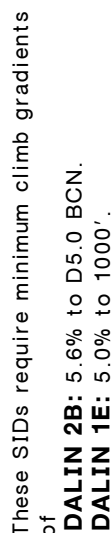


CORVA
N41 12.6 E002 16.5
At or above
4000'

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

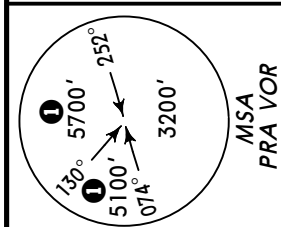


Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

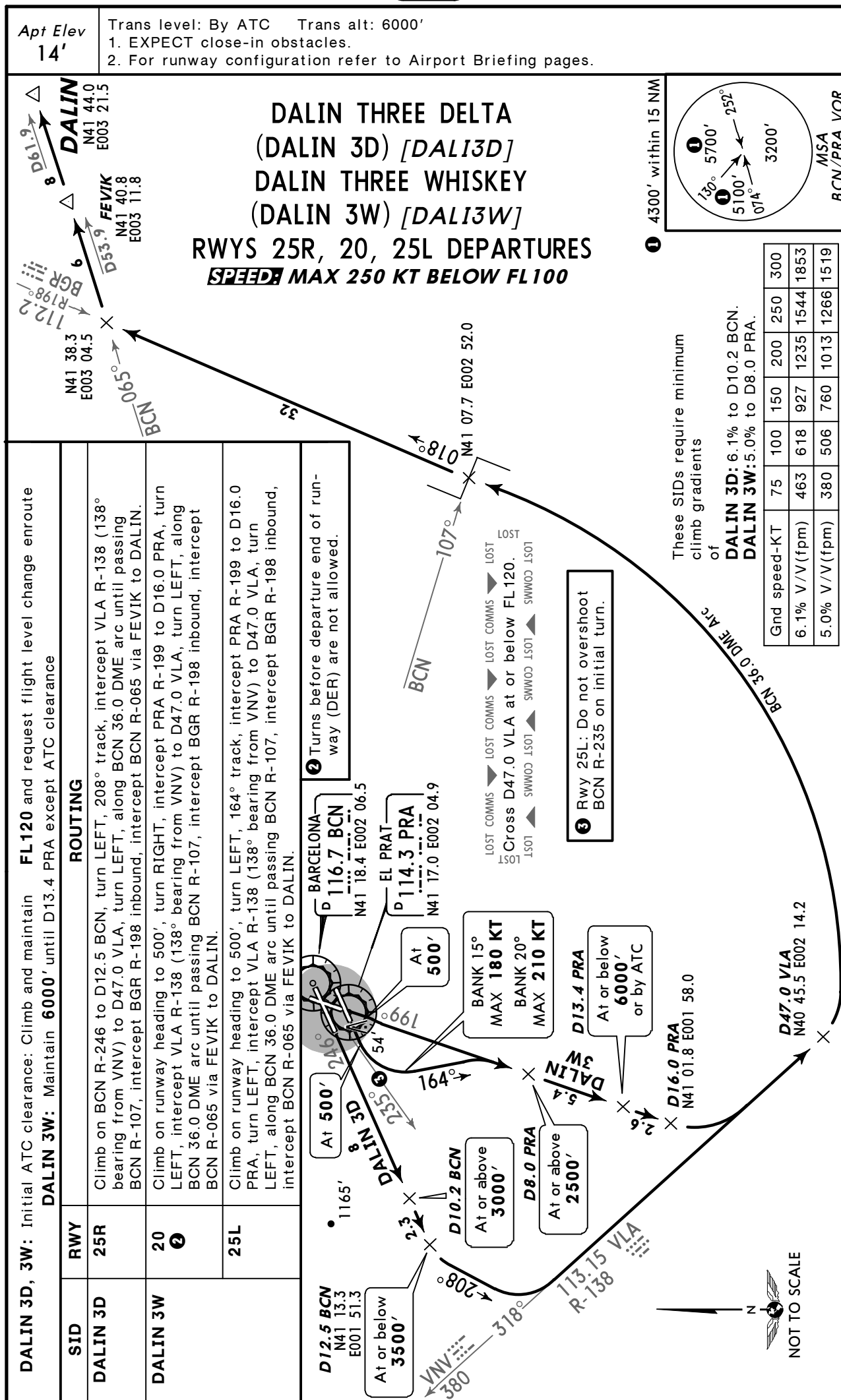
Initial ATC clearance:

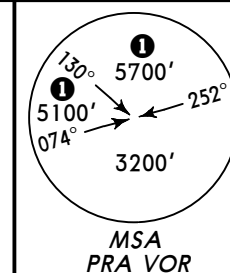
Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
DALIN 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept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

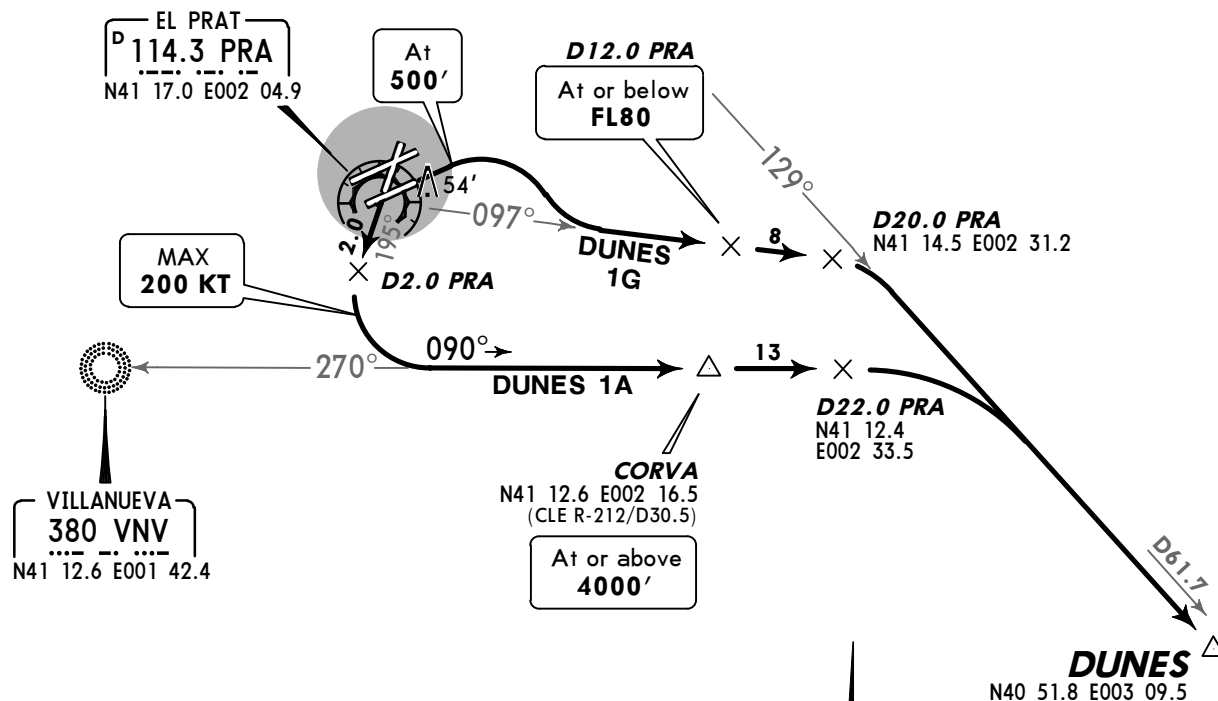


1 4300' within 15 NM



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

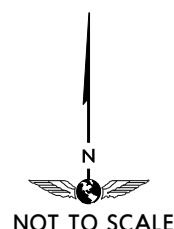
SABADELL
D (H) 112.0 SLL
N41 31.2 E002 06.6CALELLA
D (L) 115.35 CLE
N41 38.4 E002 38.1LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Cross DUNES at or below FL120.
▲ SWWOC 1S01 ▲ SWWOC 1S01 ▲ SWWOC 1S01These SIDs require minimum climb gradients
of**DUNES 1A**

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



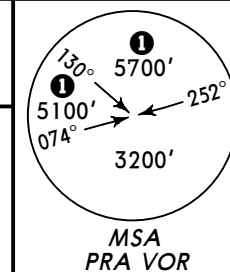
Initial ATC clearance:

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.

Trans level: By ATC Trans alt: 6000'

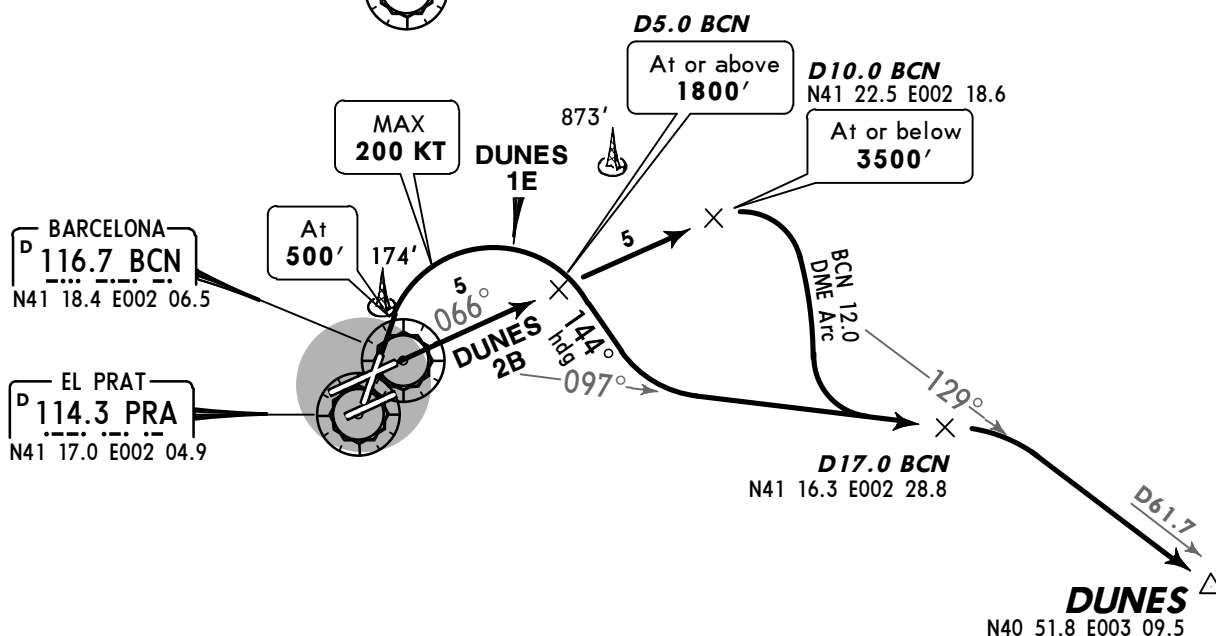
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

SABADELL
 (D) 112.0 SLL

 N41 31.2 E002 06.6



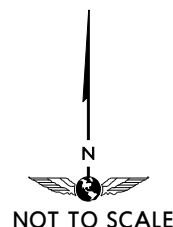
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

LOST Cross DUNES at or below FL120. LOST

▲ SWWCOMS | LOST ▲ SWWCOMS | LOST ▲ SWWCOMS | LOST

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.

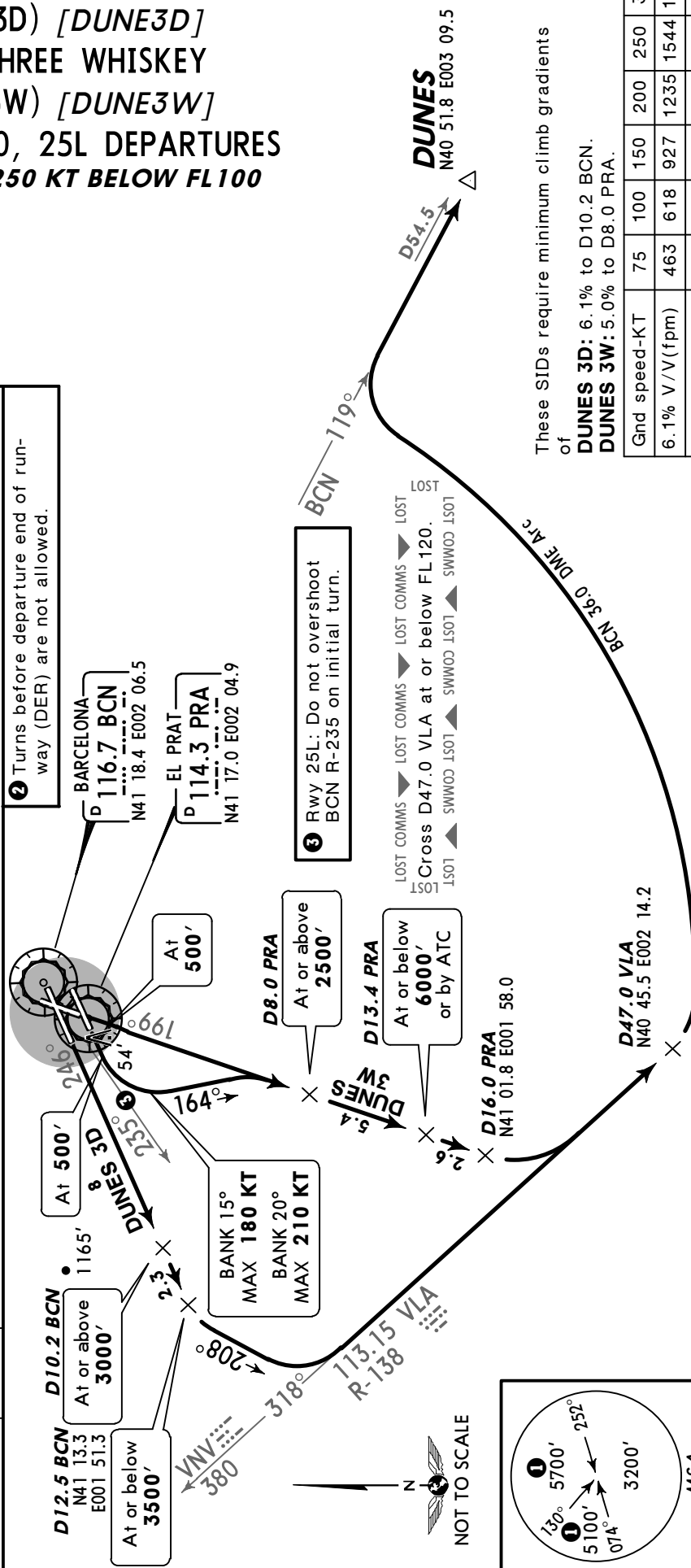
② Turns before departure end of runway (DER) are not allowed.

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

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



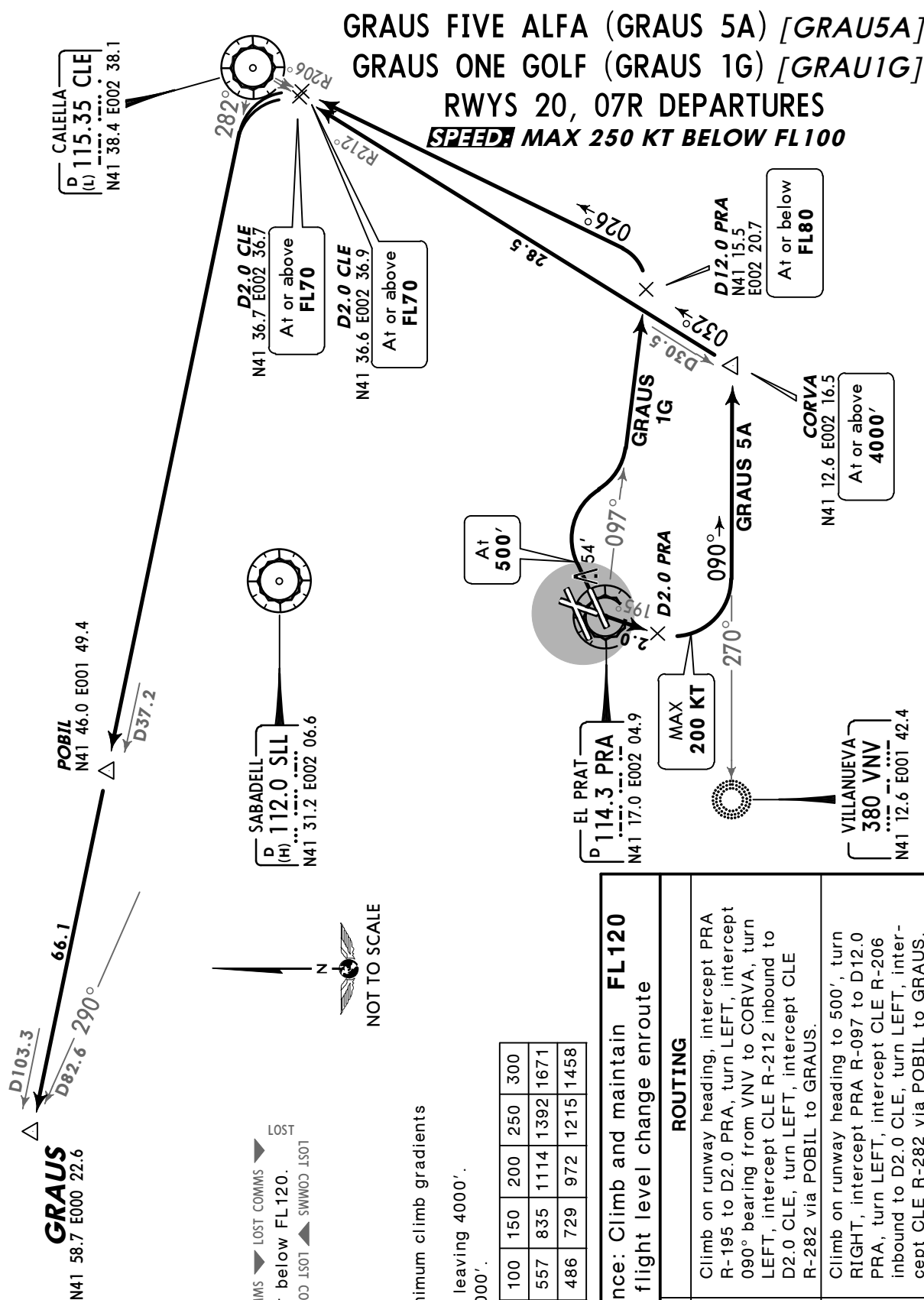
Gnd speed-KT	75	100	150	200	250	300
6.1% V/V(fpm)	463	618	927	1235	1544	1853
5.0% V/V(fpm)	380	506	760	1013	1266	1519

These SIDs require minimum climb gradients of

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

Trans level: By ATC Trans alt: 6000'

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



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

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

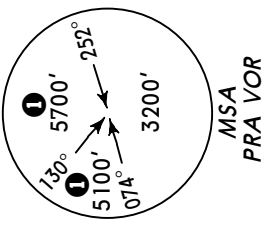
Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute

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

Apt Elev
14'

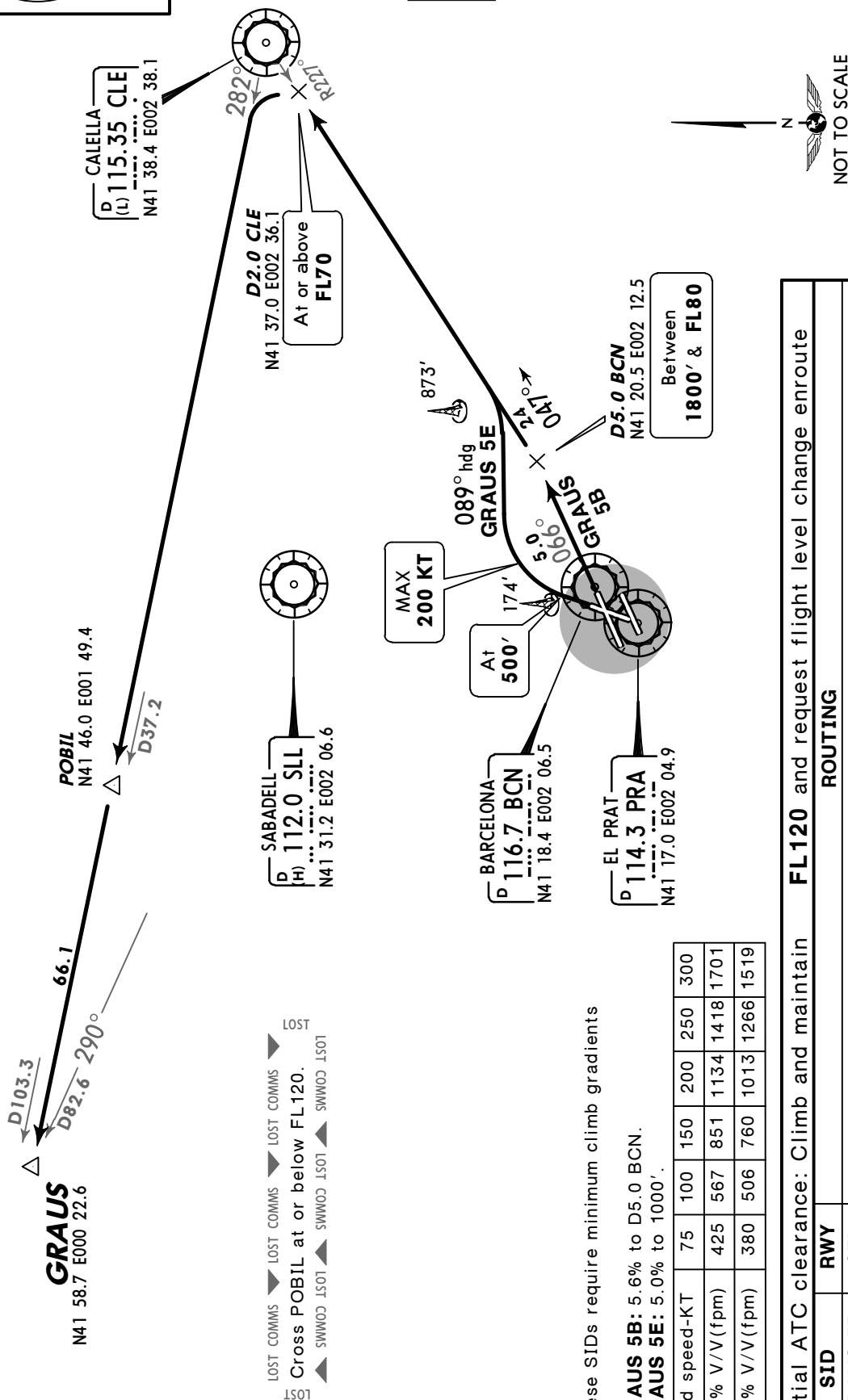
Trans level: By ATC Trans alt: 6000'

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



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

① 4300' within 15 NM



NOT TO SCALE

These SIDs require minimum climb gradients of
GRAUS 5B: 5.6% to D5.0 BCN.
GRAUS 5E: 5.0% to 1000'.

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

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

ROUTING

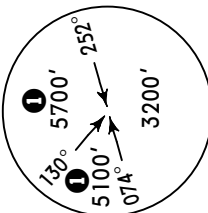
SID	RWY	ROUTING
GRAUS 5B	07L	Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.
GRAUS 5E	02	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.

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

Apt Elev
14'

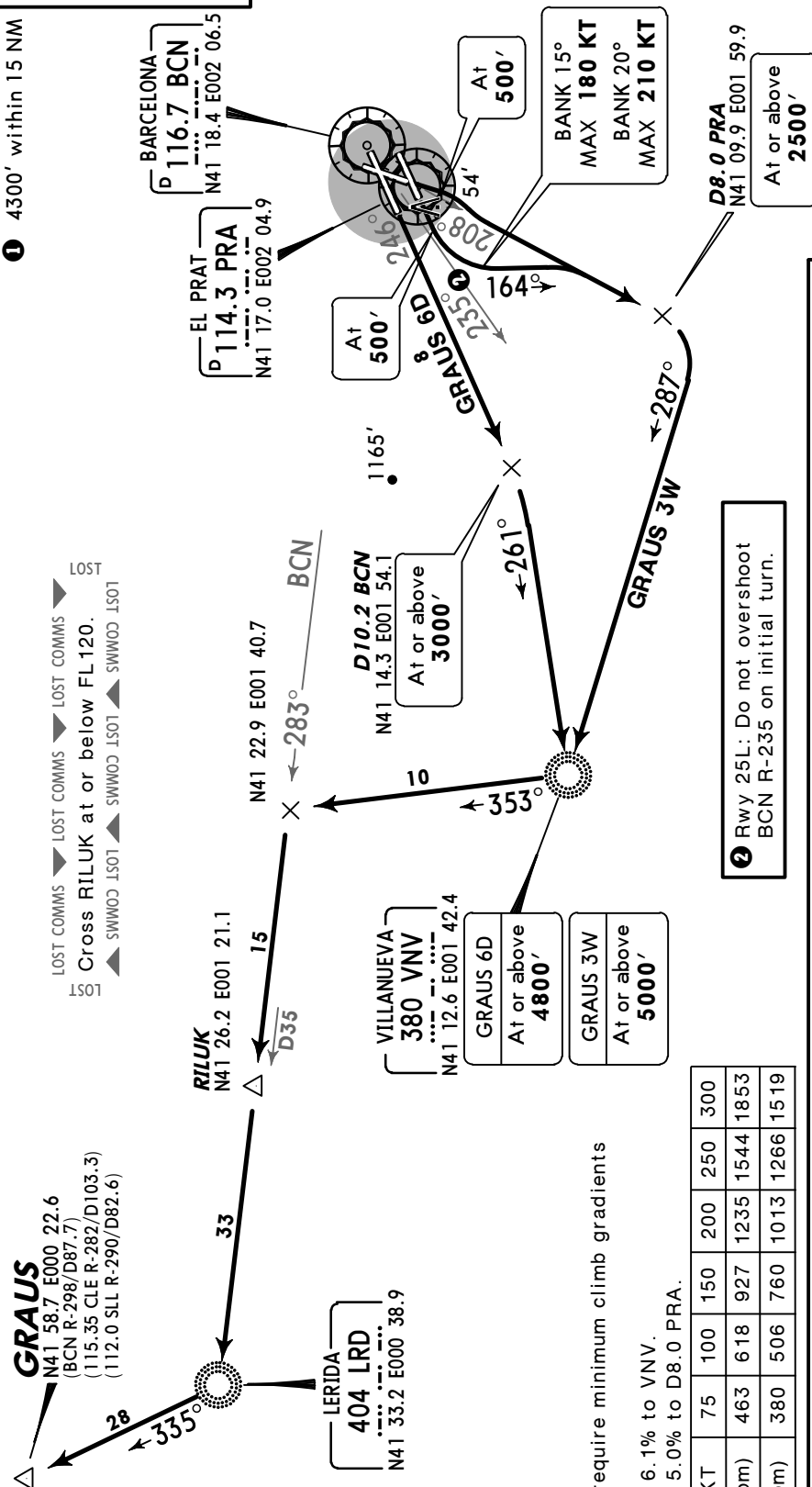
Trans level: By ATC Trans alt: 6000'

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

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 LRD, turn RIGHT, 335° bearing to GRAUS.

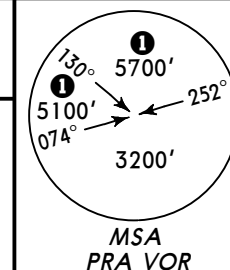
Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 335° bearing to GRAUS.

Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 335° bearing to GRAUS.

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

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

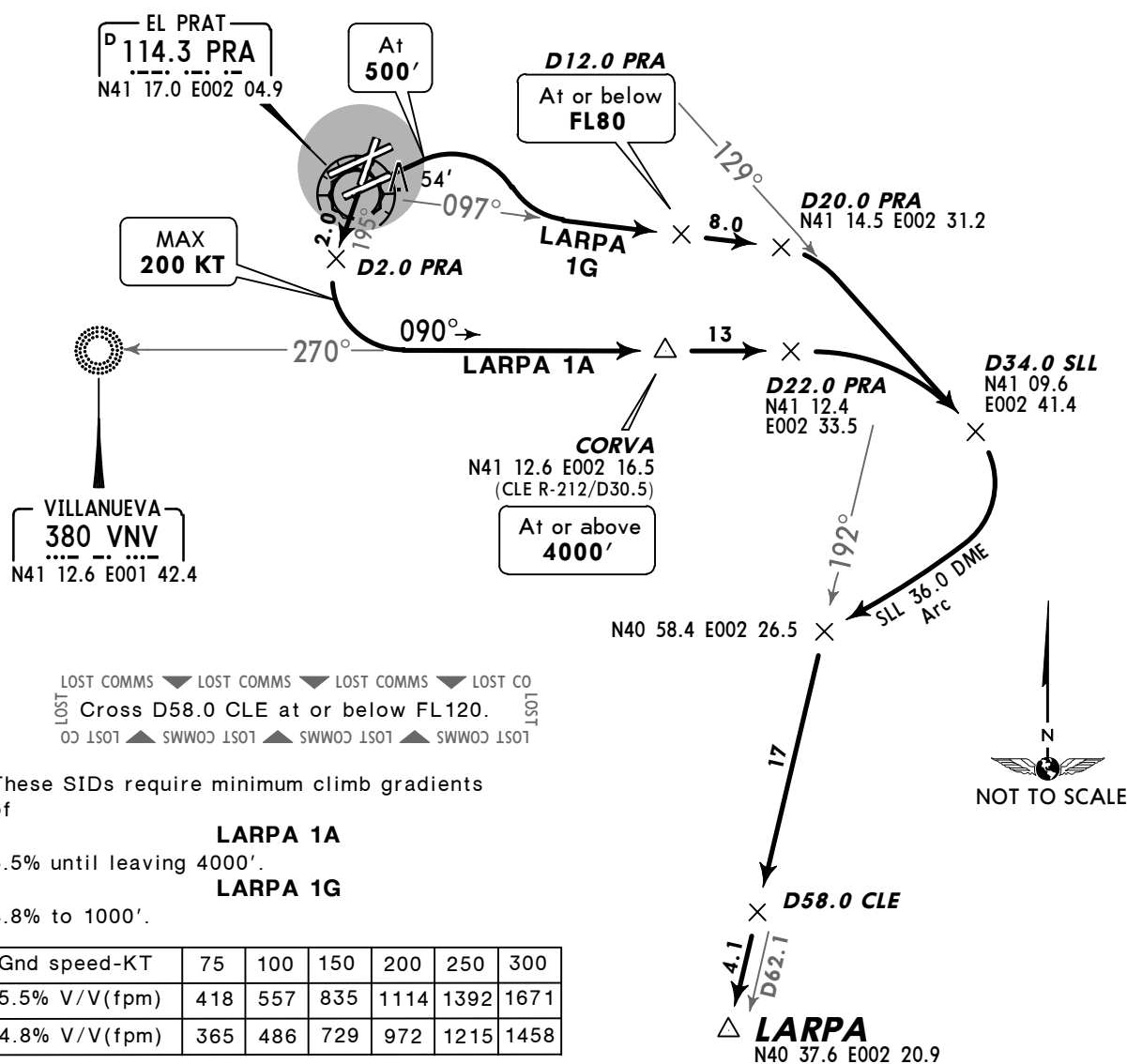
Gnd speed-KT	75	100	150	200	250	300
6.1% V/V(fpm)	463	618	927	1235	1544	1853
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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

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

SABADELL
D (H) 112.0 SLL
N41 31.2 E002 06.6

CALELLA
D (L) 115.35 CLE
N41 38.4 E002 38.1



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

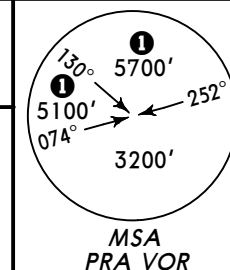
SID	RWY	ROUTING
LARPA 1A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA.
LARPA 1G	07R	Climb on runway heading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

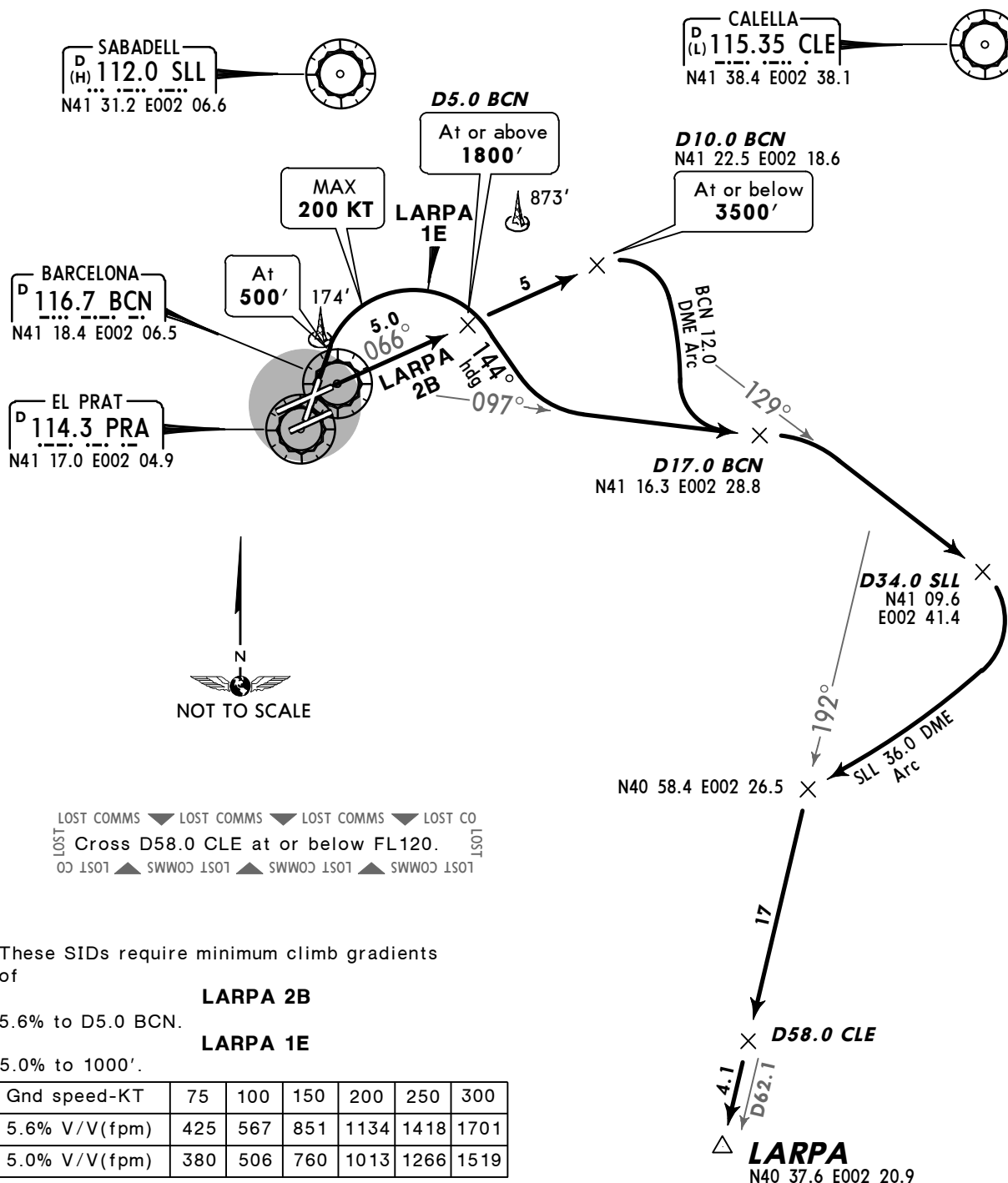
2. For runway configuration refer to Airport Briefing pages.



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.

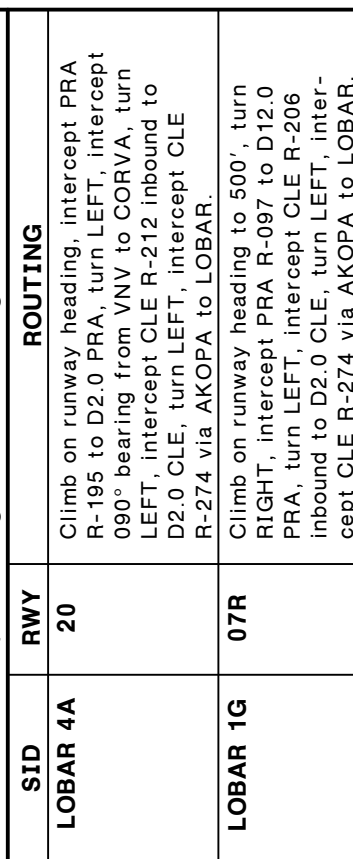
② Turns before departure end of runway (DER) are not allowed.

MSA
BCN/PRA VOR

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Trans level: By ATC Trans alt: 6000'

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

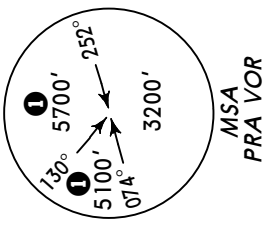


Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.



LOBAR FOUR BRAVO (LOBAR 4B) [LOBA4B]

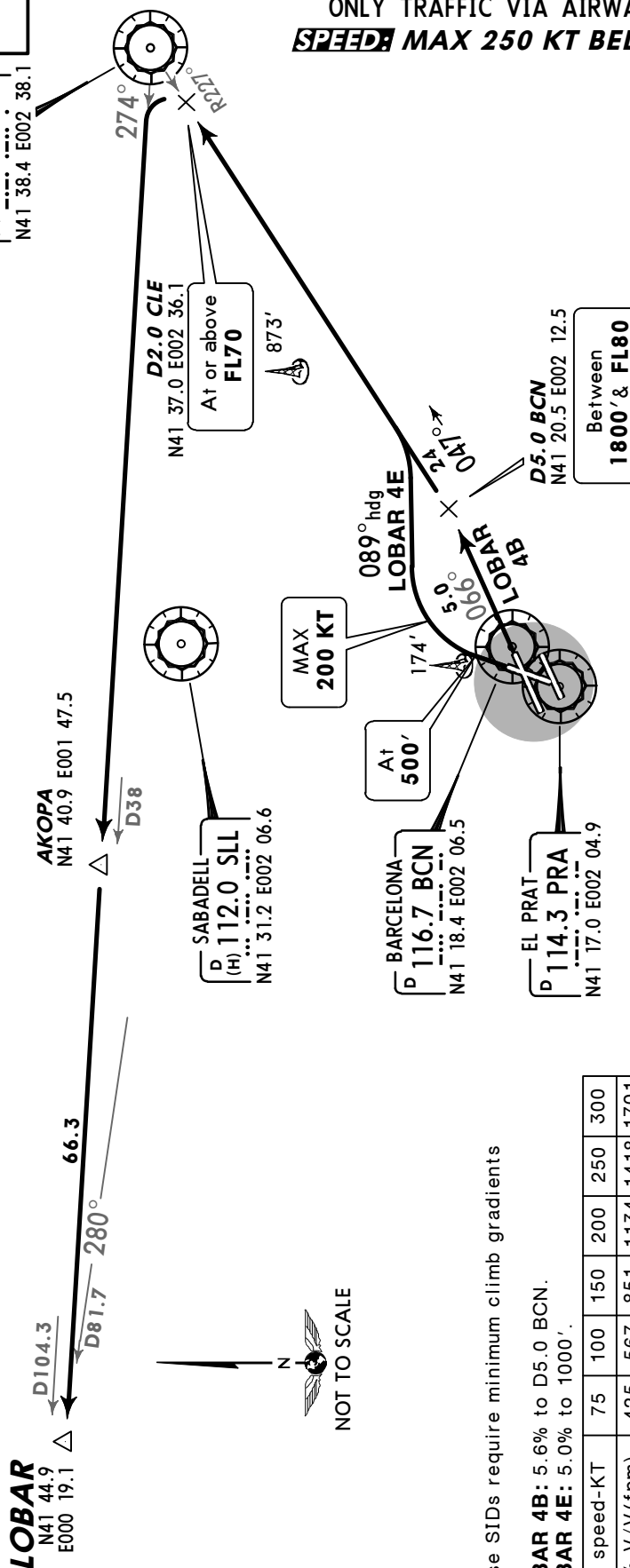
LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]

RWYS 07L, 02 DEPARTURES

ONLY TRAFFIC VIA AIRWAY UN 725

SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM

LOST COMMS
Cross AKOPA at or below FL120.
LOST COMMS
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'.

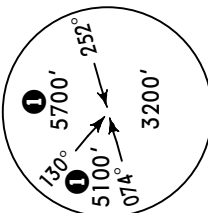
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701
5.0% V/V (fpm)	380	506	760	1013	1266	1519

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

ROUTING

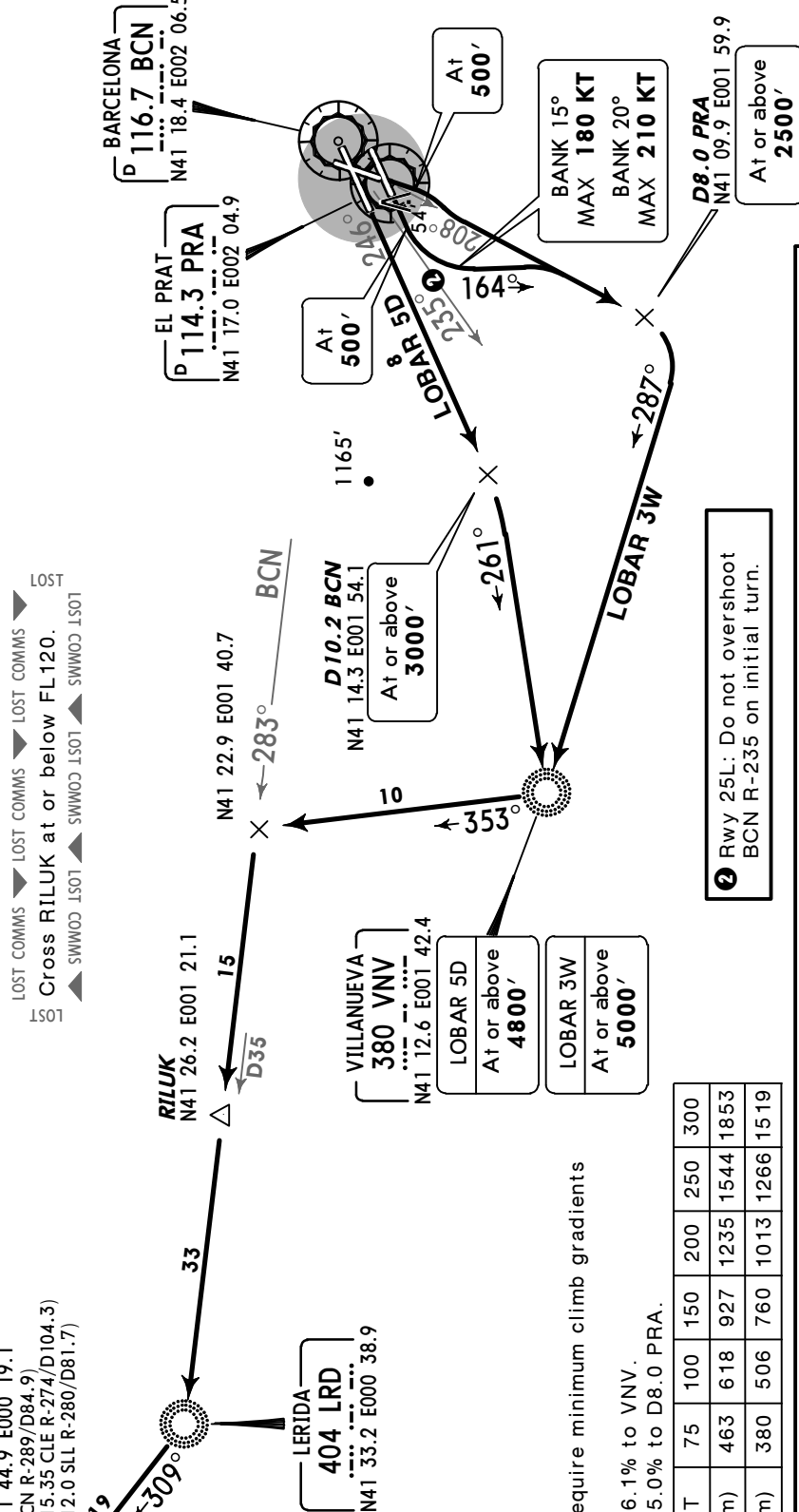
SID	RWY	ROUTING
LOBAR 4B	07L	Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274 via AKOPA to LOBAR.
LOBAR 4E	02	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn 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.MSA
BCN/PRA VOR

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

① 4300' within 15 NM

② Rwy 25L: Do not overshoot
BCN R-235 on initial turn.Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

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

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

Trans level: By ATC Trans alt: 6000'

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

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



ROUTING

SID	RWY
LOTOS 1A	20
LOTOS 1G	07R

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

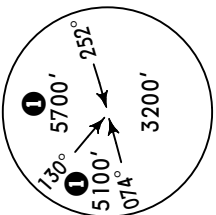
Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D20.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept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

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

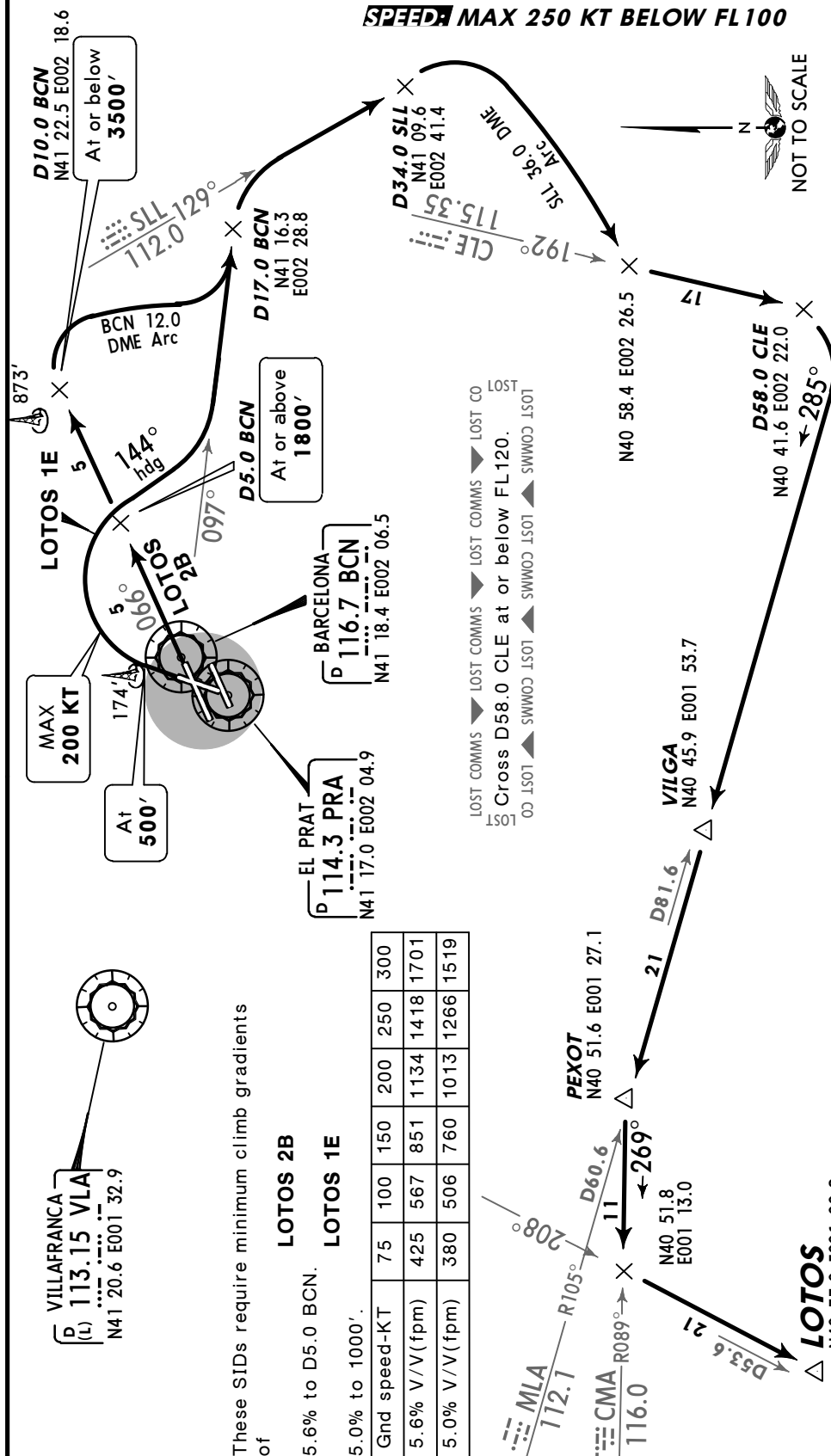
2. For runway configuration refer to Airport Briefing pages.

MSA
PRA VOR

① 4300' within 15 NM

LOTOS TWO BRAVO
(LOTOS 2B) [LOTO2B]LOTOS ONE ECHO
(LOTOS 1E) [LOTO1E]

RWYS 07L, 02 DEPARTURES

WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE**SPEEDS MAX 250 KT BELOW FL100**These SIDs require minimum climb gradients
of

LOTOS 2B

5.6% to D5.0 BCN.

LOTOS 1E

5.0% to 1000'.

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

ROUTING

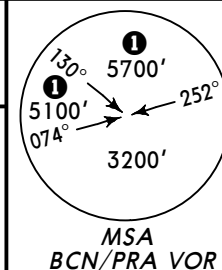
LOTOS 2B RWY 07L

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.

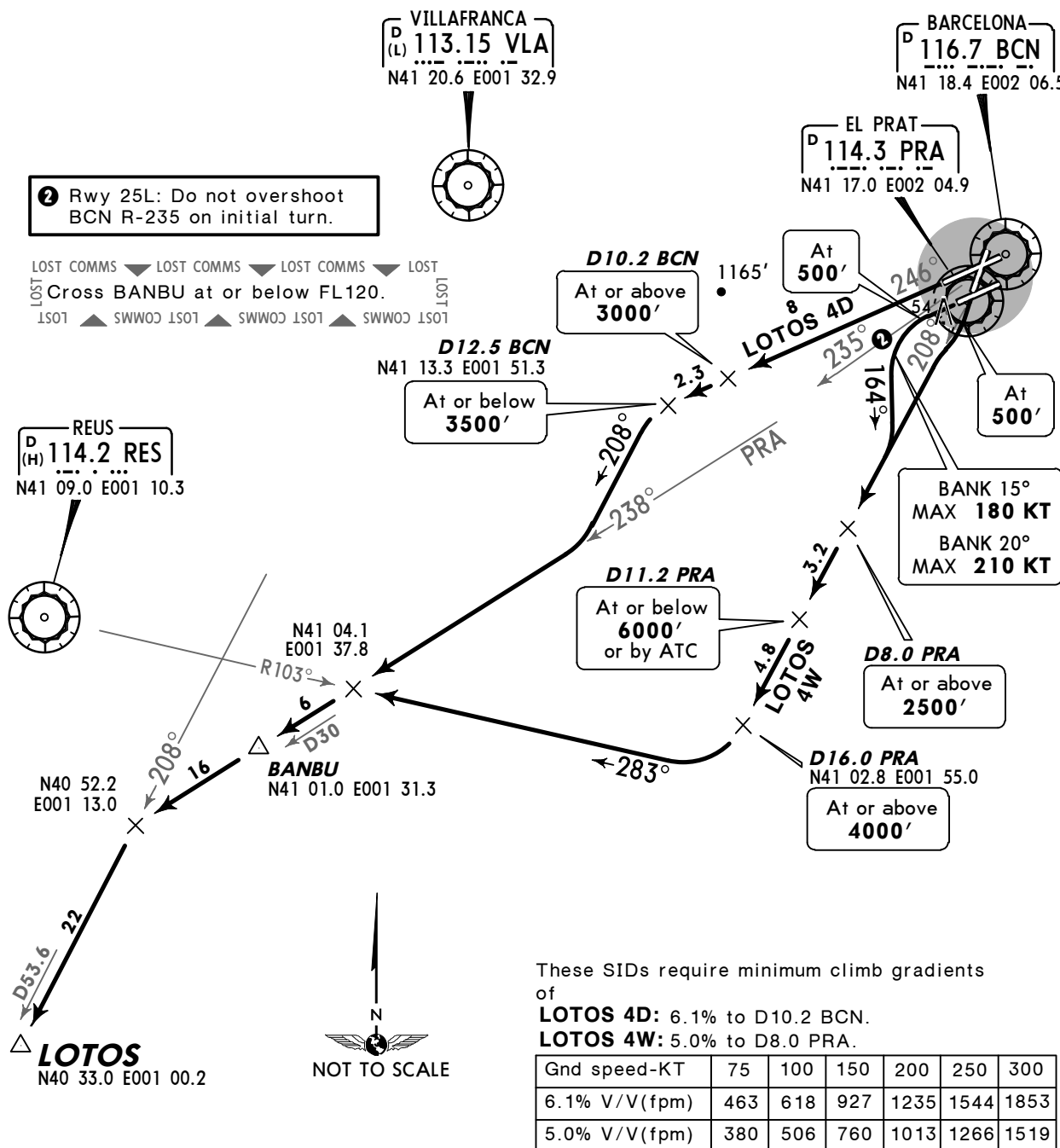
LOTOS 1E RWY 02

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

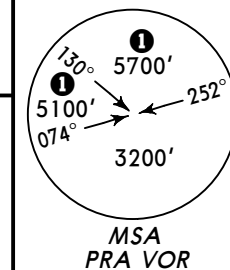
SID	RWY	ROUTING
LOTOS 4D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.
LOTOS 4W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via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

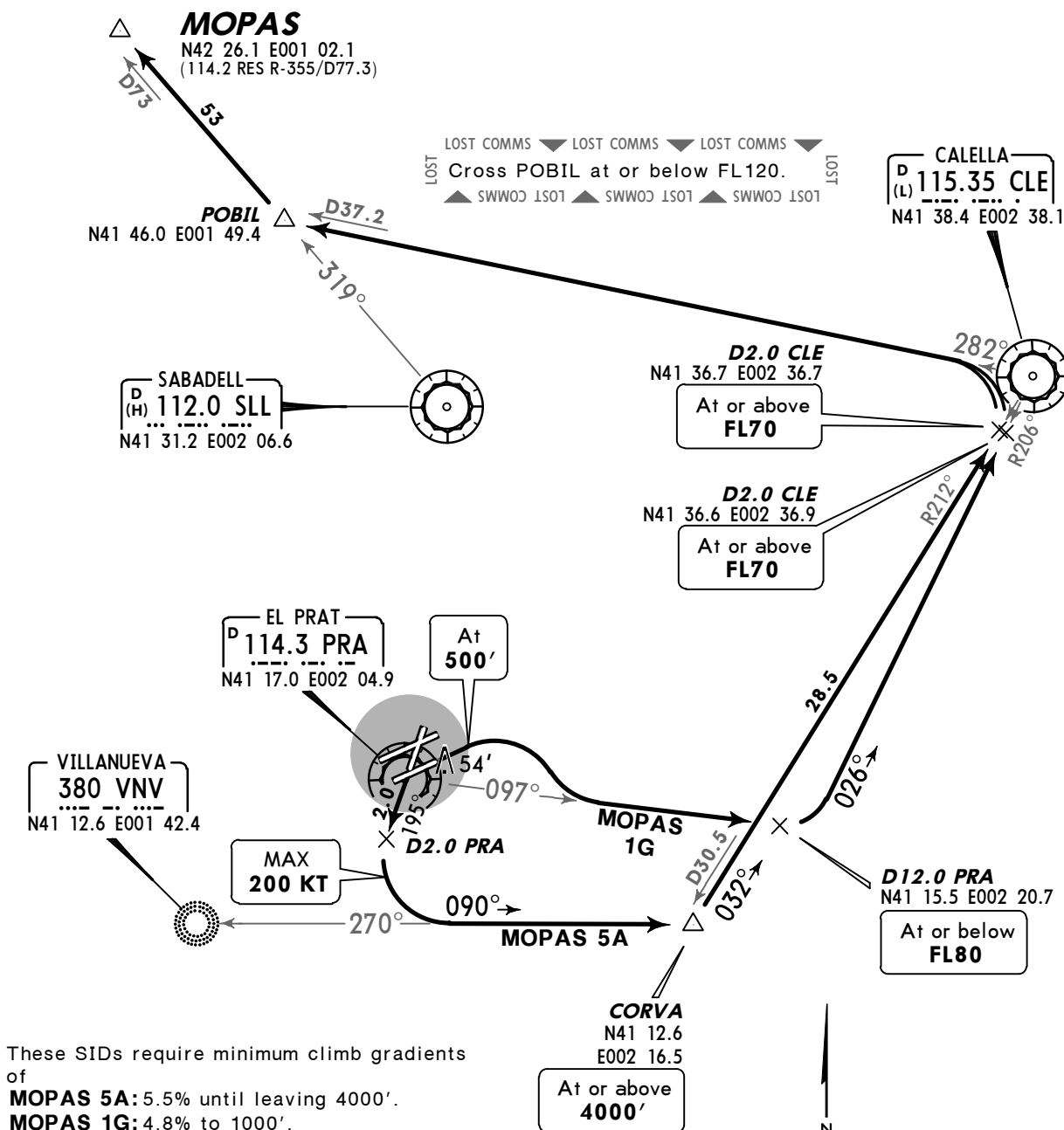
Trans level: By ATC Trans alt: 6000'

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



These SIDs require minimum climb gradients of

MOPAS 5A: 5.5% until leaving 4000'.

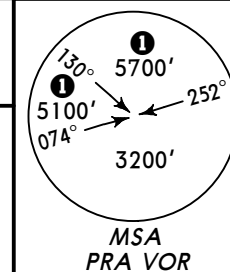
MOPAS 1G: 4.8% to 1000'.

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

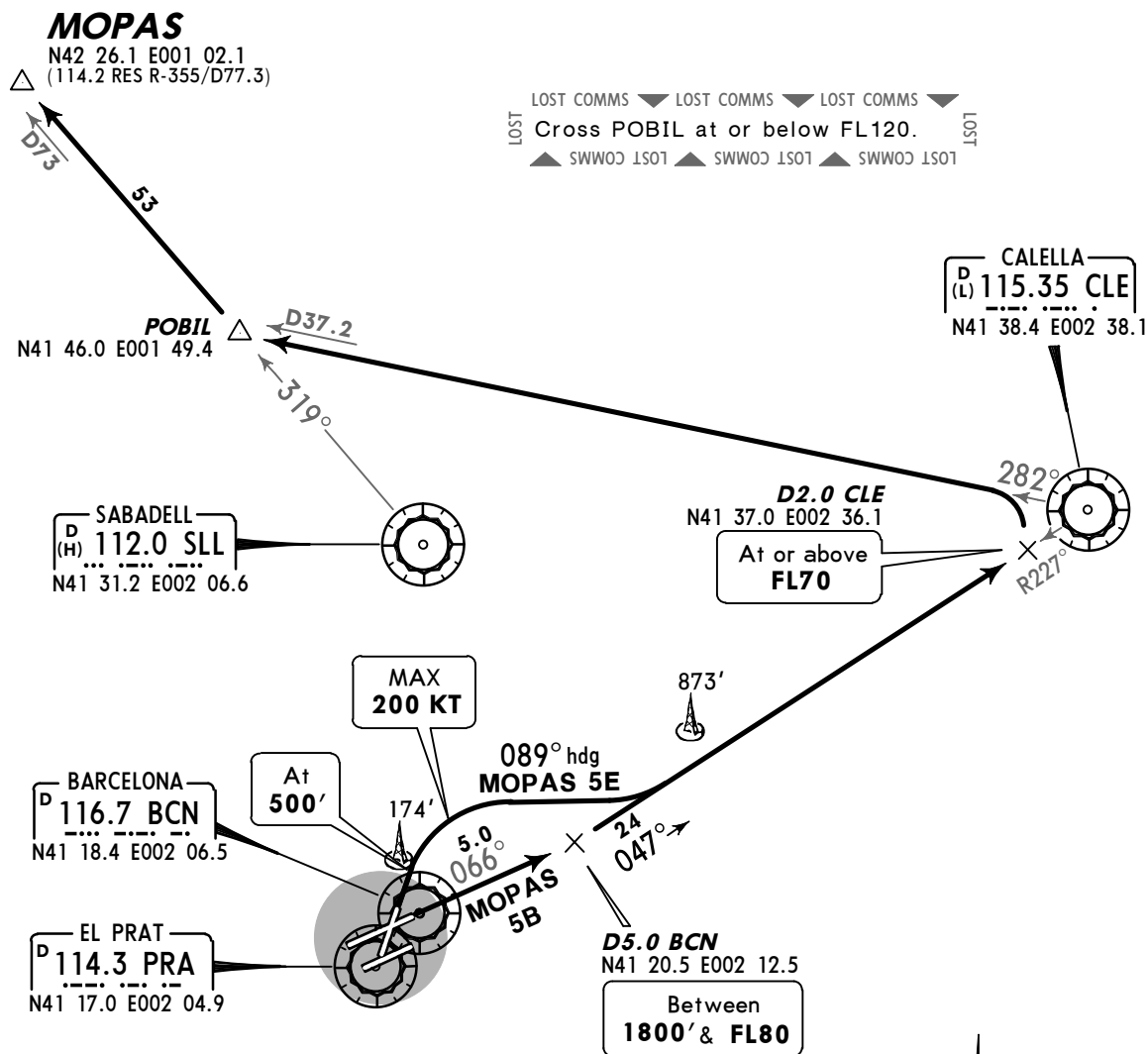
Initial ATC clearance:

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

SID	RWY	ROUTING
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 FL100These SIDs require minimum climb gradients
of**MOPAS 5B:** 5.6% to D5.0 BCN.**MOPAS 5E:** 5.0% to 1000'.

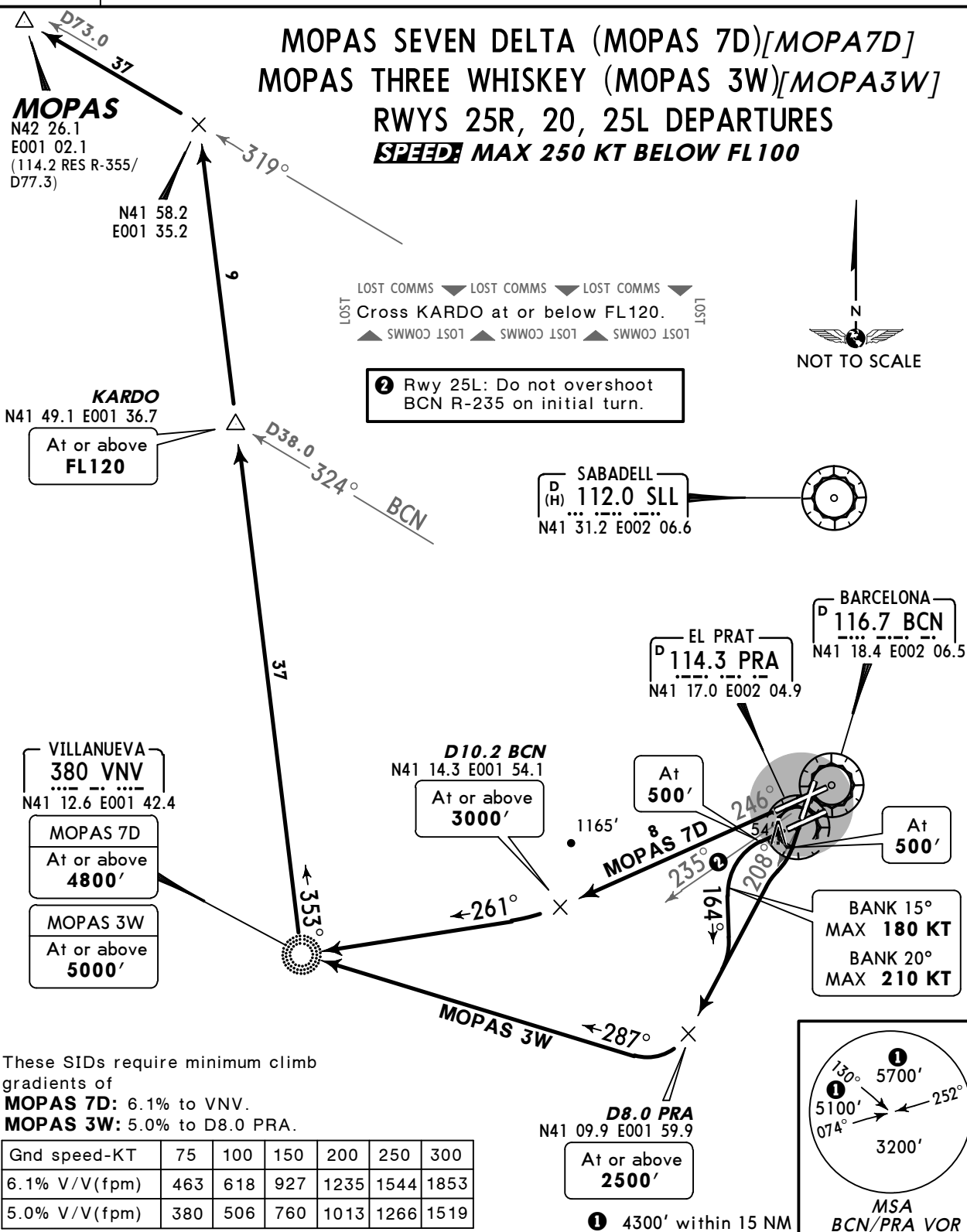
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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.

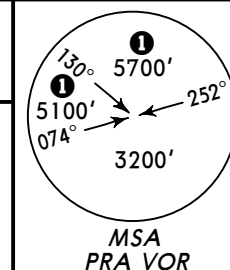
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

Initial ATC clearance:

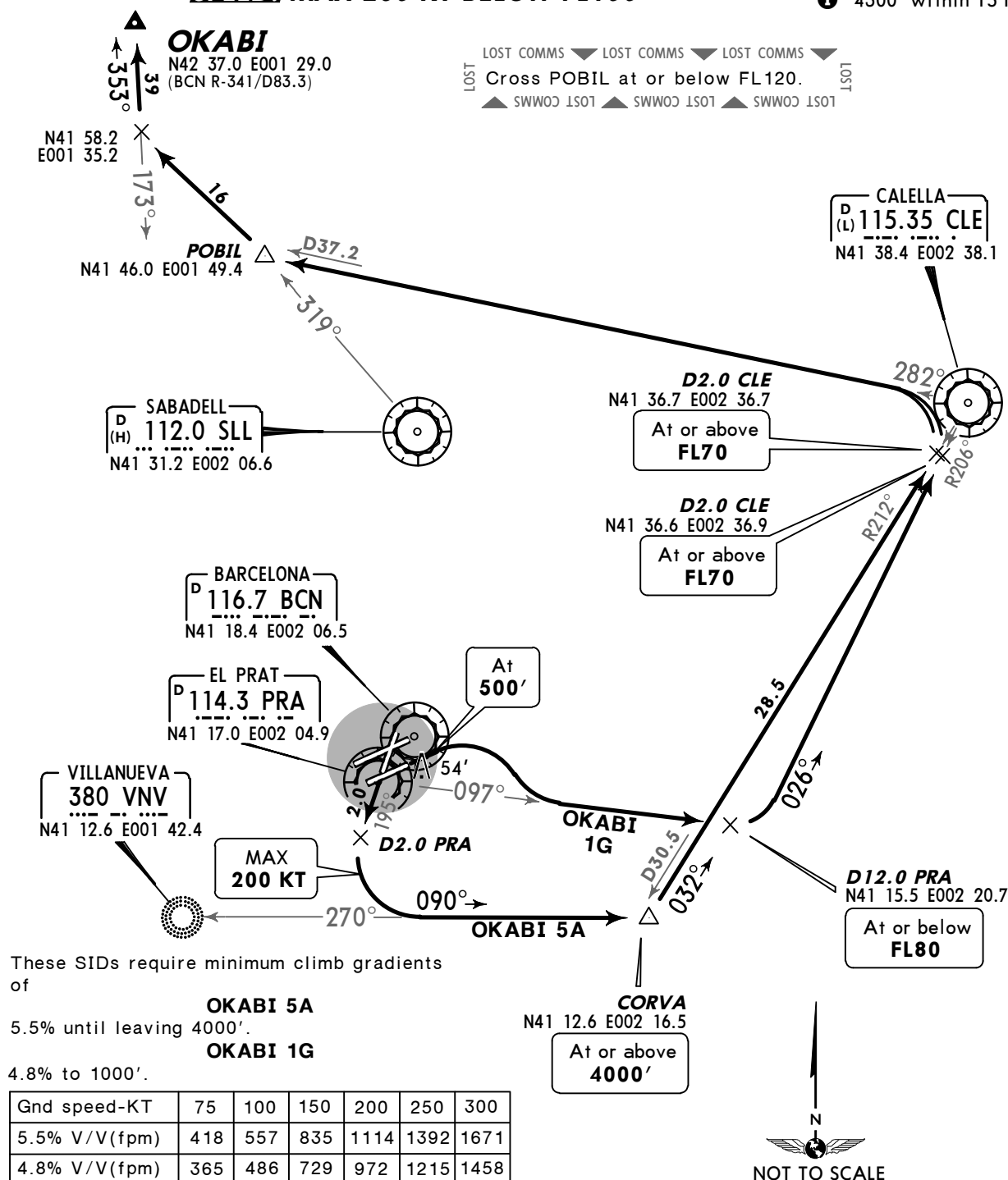
Climb and maintain **FL120** and request flight level change enroute

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.

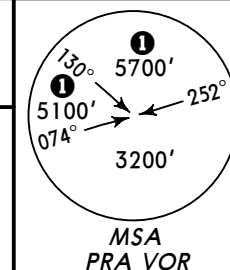
③ Turns before departure end of runway (DER) are not allowed.

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**

CHANGES: SID OKABI 1G climb gradient established; close-in obstacles estbld.

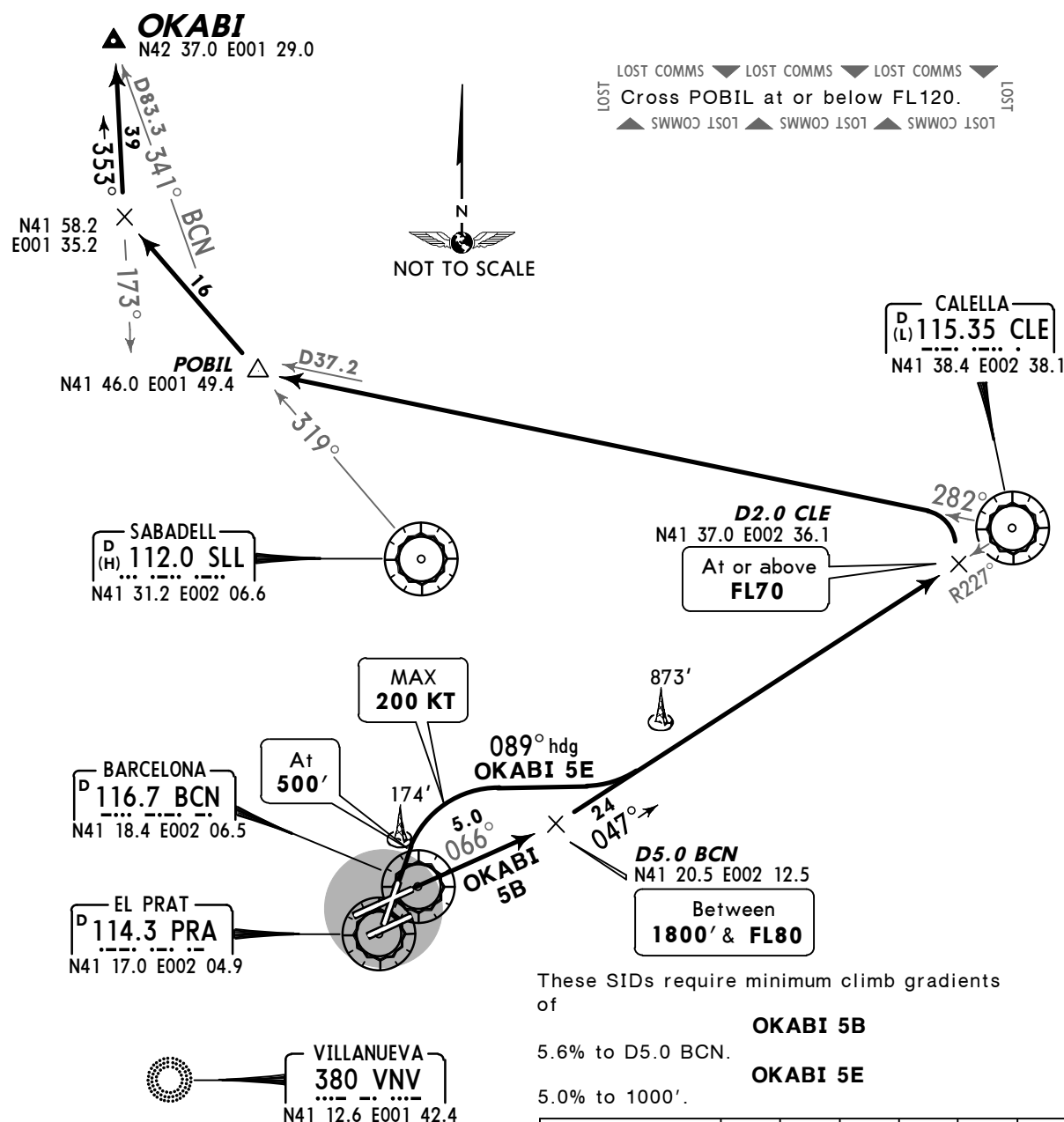
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

① 4300' within 15 NM

OKABI FIVE BRAVO (OKABI 5B) [OKAB5B]

OKABI FIVE ECHO (OKABI 5E) OKAB5E]

RWYS 07L, 02 DEPARTURES

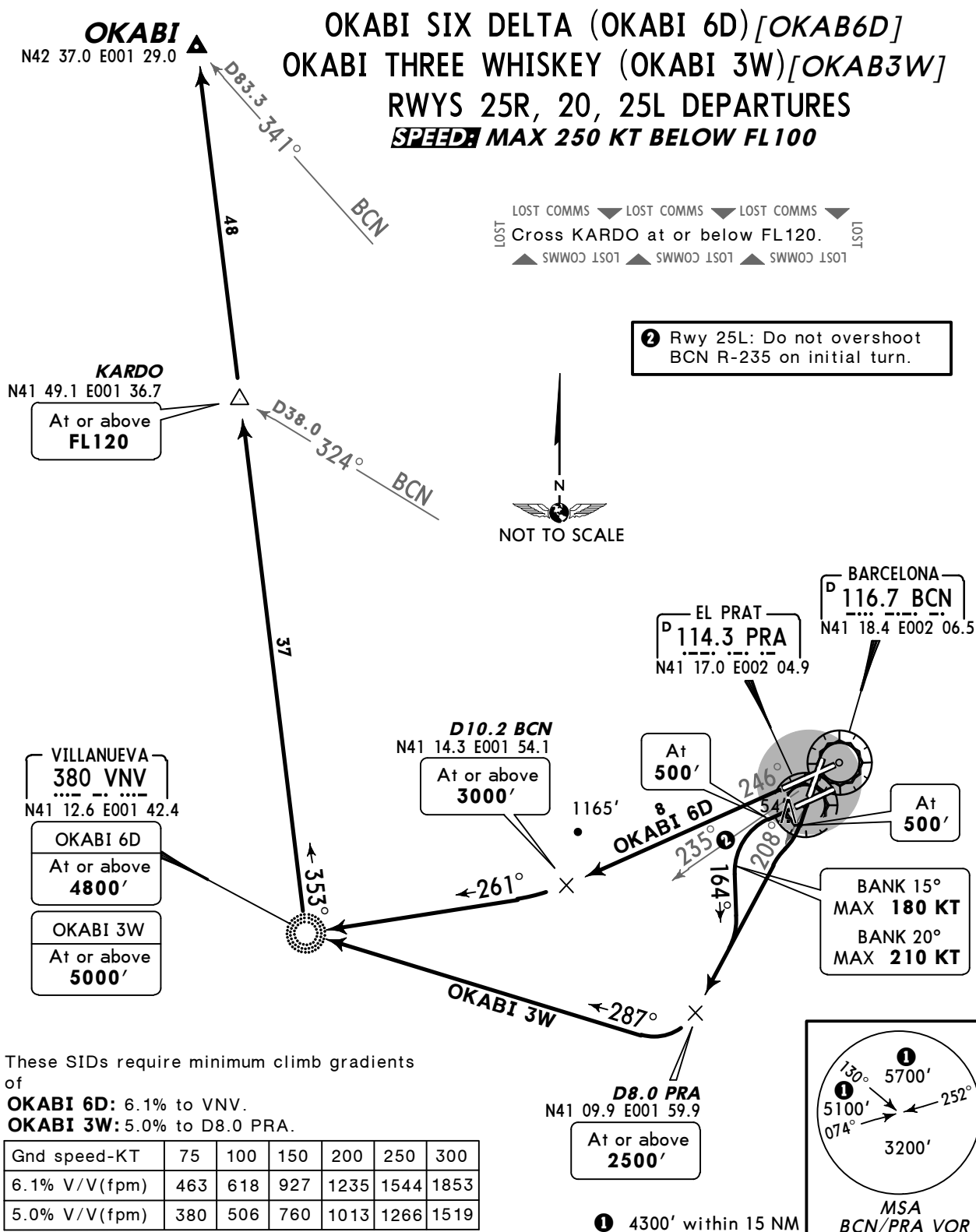
~~SPEED~~ MAX 250 KT BELOW FL100

Initial ATC clearance:

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

SID	RWY	ROUTING
OKABI 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, intercept 353° bearing from VNV to OKABI.
OKABI 5E	02 ②	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.

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

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.

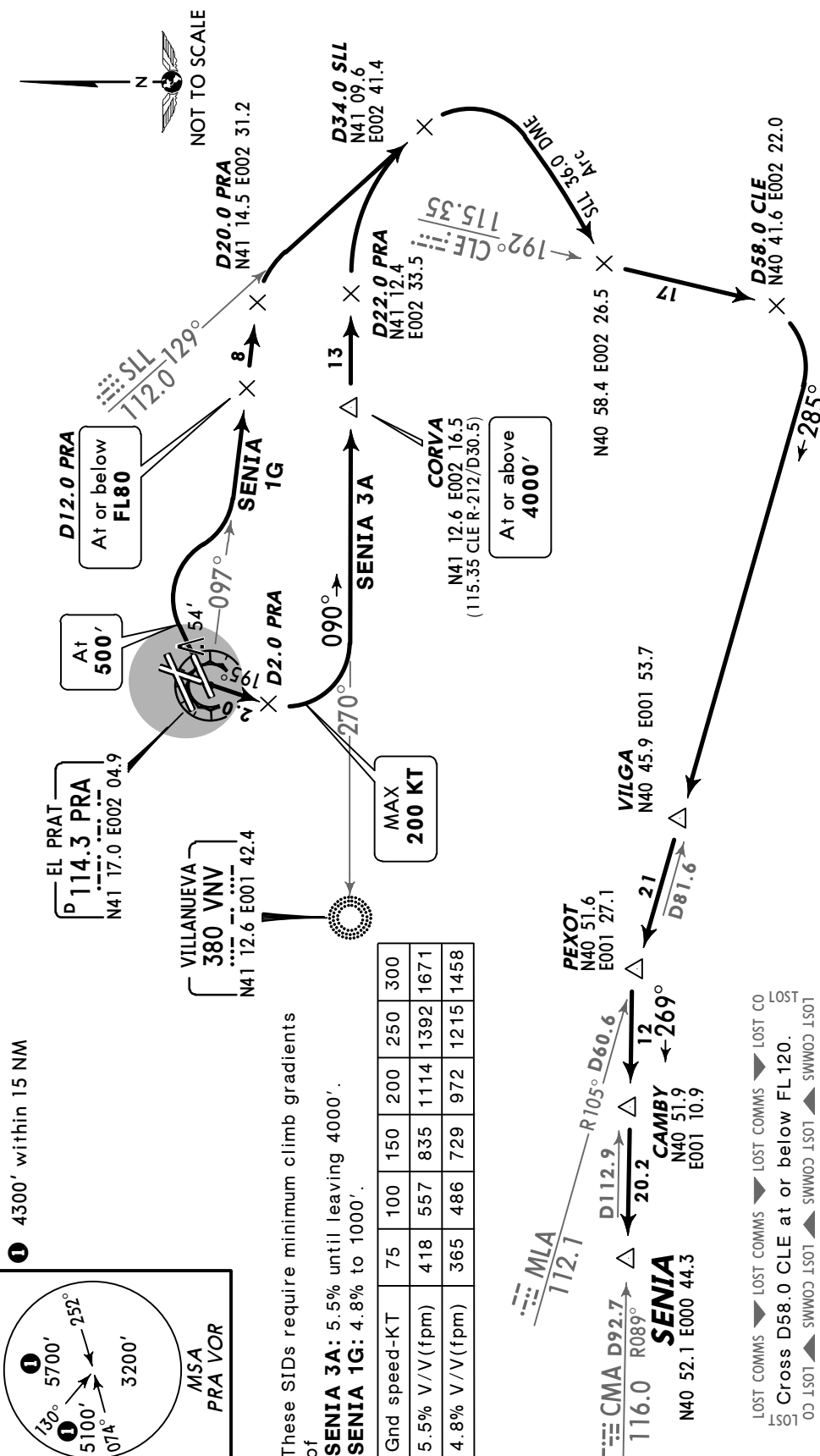
③ Turns before departure end of runway (DER) are not allowed.

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



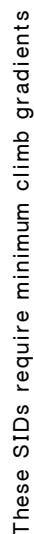
Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

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.

2. For runway configuration refer to Airport Briefing pages.

SPEED: MAX 250 KT BELOW FL100



SENIA 4B: 5.6% to D5.0 BCN.

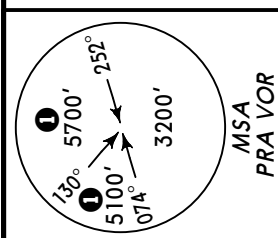
SENIA 3E: 5.0% to 1000'.

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

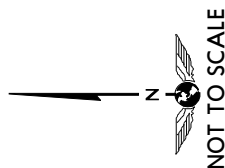
Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

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.

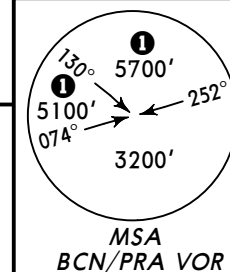
2 Turns before departure end of runway (DER) are not allowed.



1 4300' within 15 NM

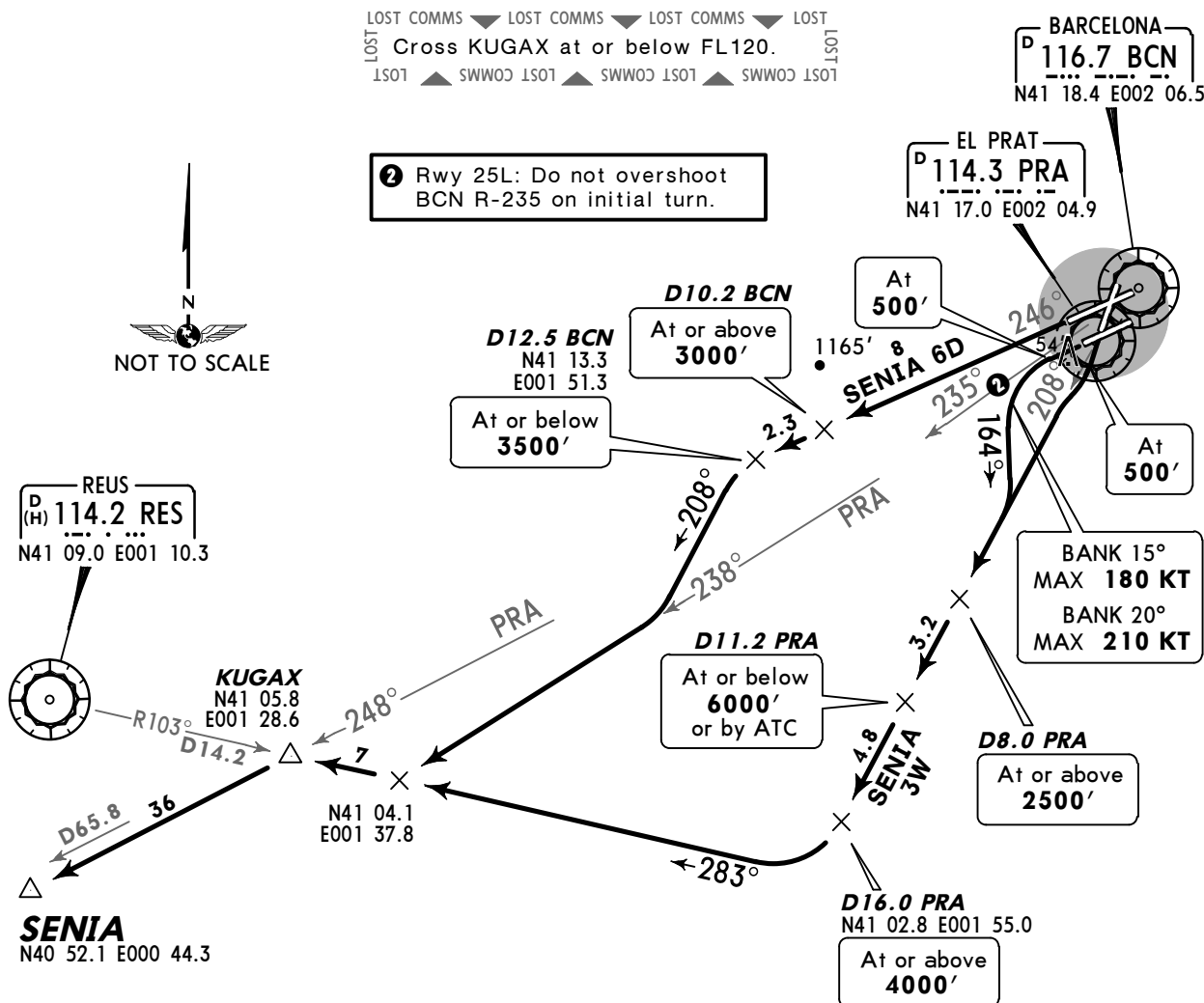


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Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

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 ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOSTThese SIDs require minimum climb gradients
of**SENIA 6D:** 6.1% to D10.2 BCN.**SENIA 3W:** 5.0% to D8.0 PRA.

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

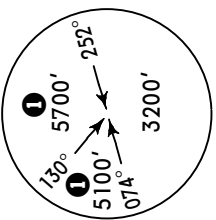
SENIA 6D, 3W: Initial ATC clearance:Climb and maintain **FL120** and request flight level change enroute**SENIA 3W:** Maintain **6000'** until D11.2 PRA except ATC clearance

SID	RWY	ROUTING
SENIA 6D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.
SENIA 3W	20 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.

MSA
PRA VOR

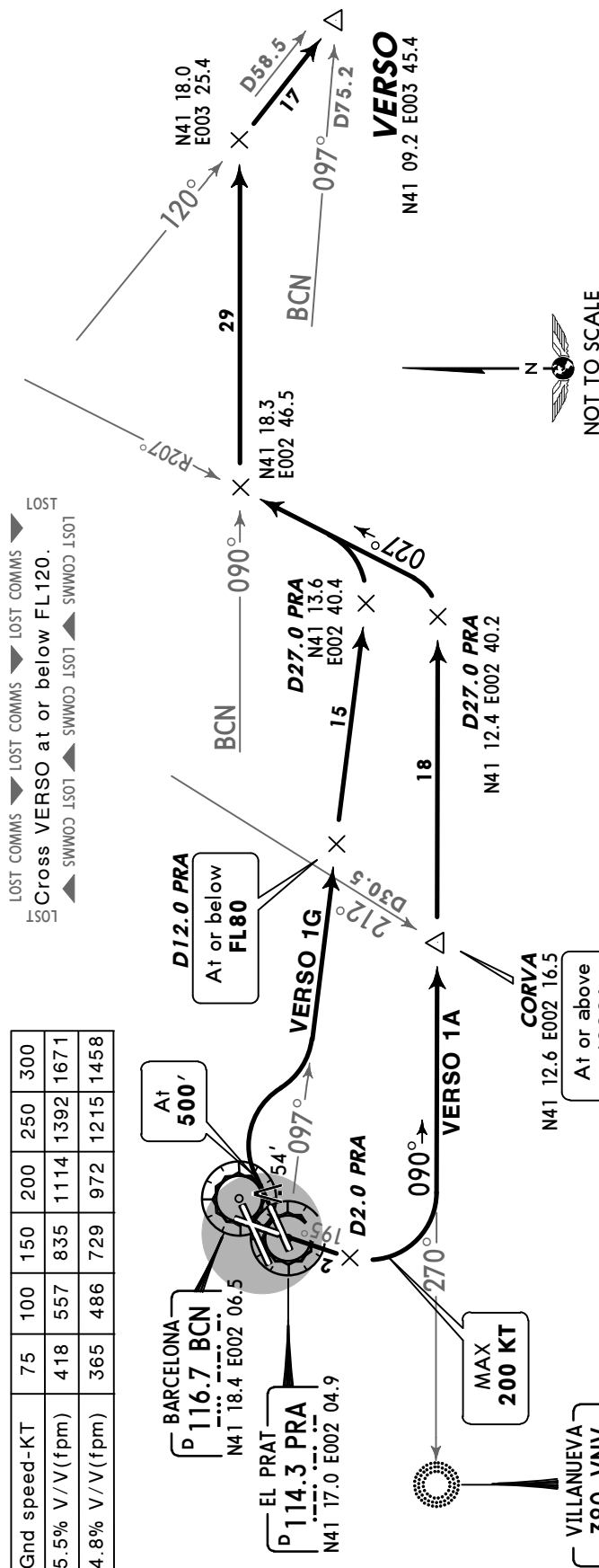
1 4300' within 15 NM



BAGUR —

$\frac{D}{(H)} 112.2 \text{ BGR}$
 --- ---
 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



NOT TO SCALE

Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
VERSO 1A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D27.0 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-090, intercept CLE R-120 to VERSO.
VERSO 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D27.0 PRA, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-090, intercept CLE R-120 to VERSO.

CALELLA
D 115.35 CLE
(L)
N41 38.4 E002 38.1

These SIDs require minimum climb gradients

VERSO 1A

5.5% until leaving 4000'.

VERSO 1G

4.8% to 1000'.

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

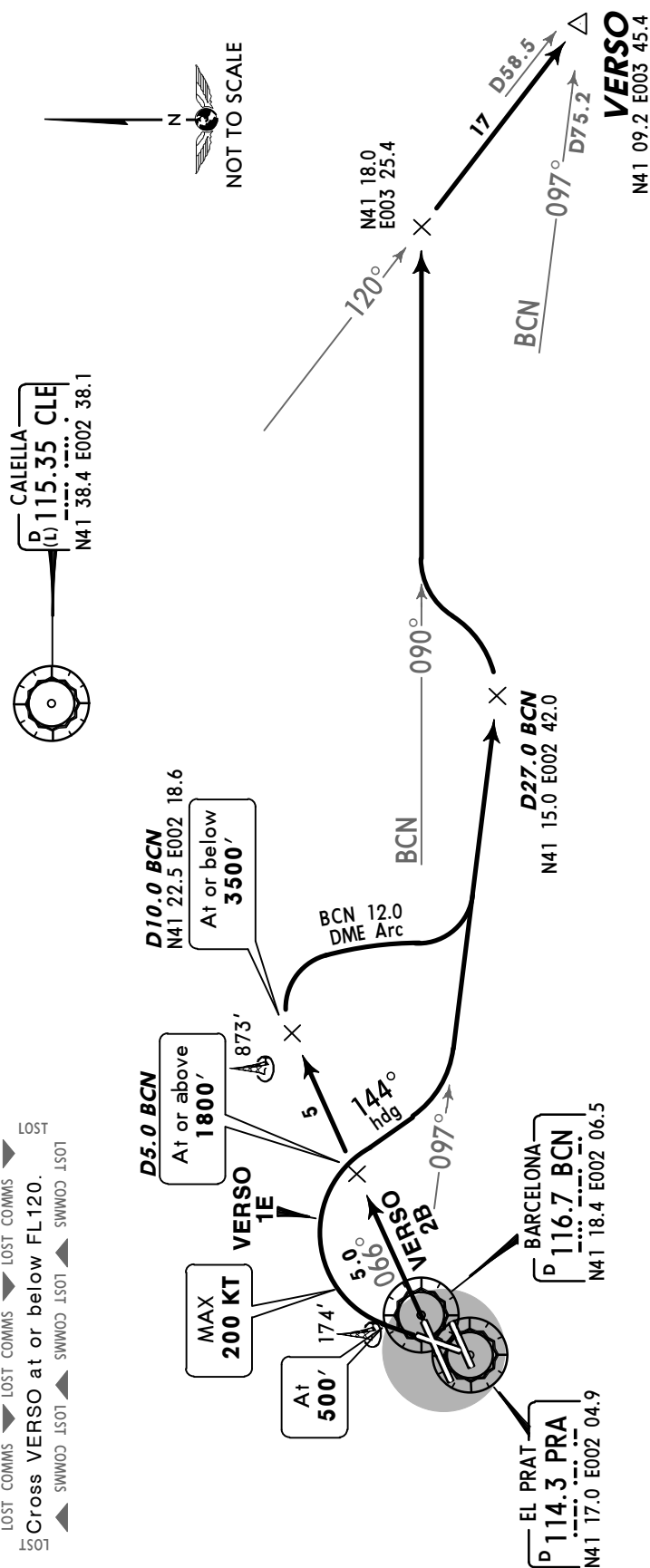
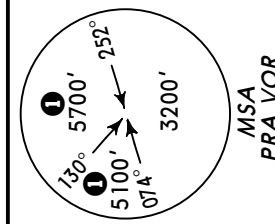
[S] Cross VERSO at or below FL120.

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

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



These SIDs require minimum climb gradients of

VERSO 2B

5.6% to D5.0 BCN.

VERSO 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

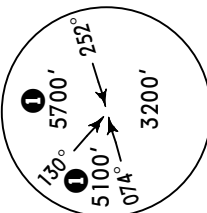
SID	RWY	ROUTING
VERSO 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.
VERSO 1E	02	Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.
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

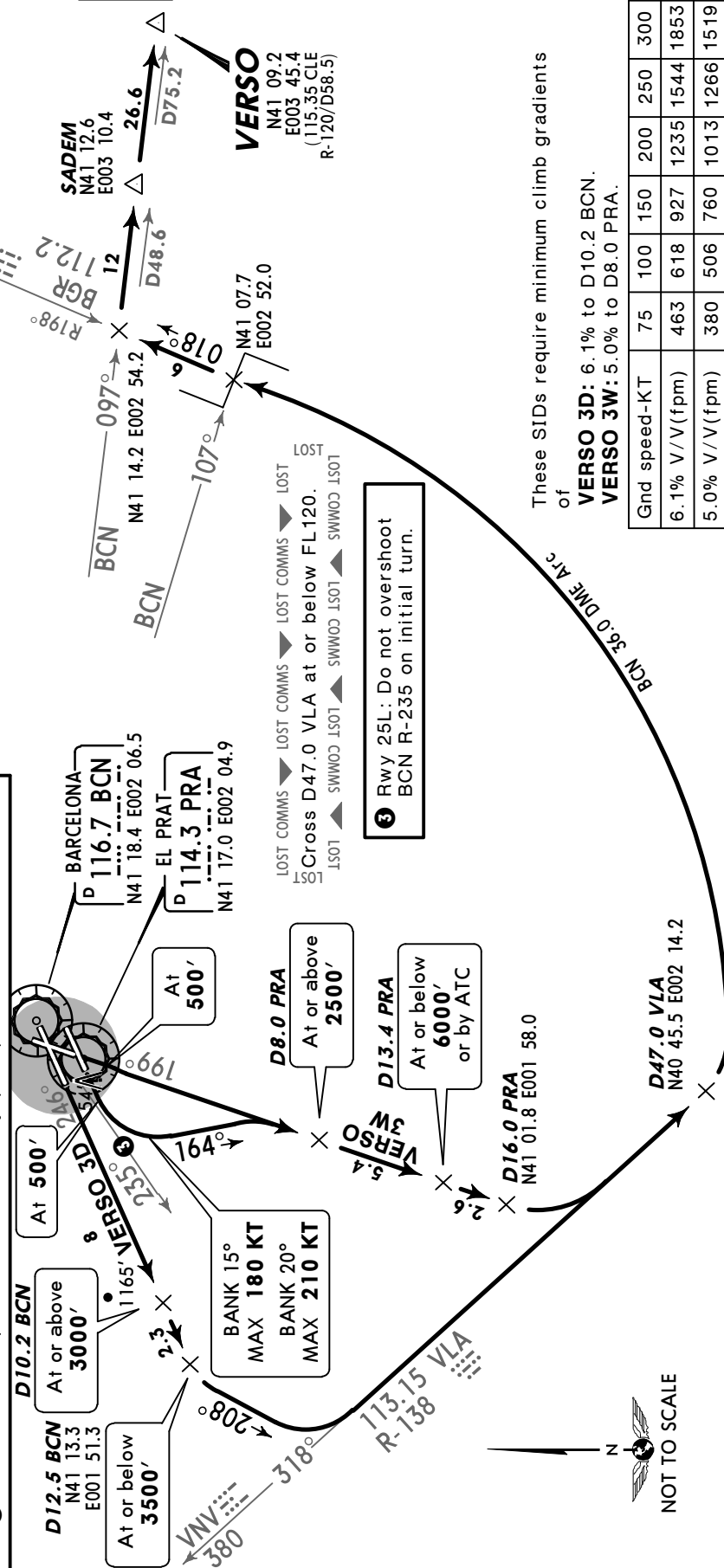
VERSO THREE DELTA (VERSO 3D) [VERS3D]
VERSO THREE WHISKEY (VERSO 3W) [VERS3W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

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	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	20	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.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.

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

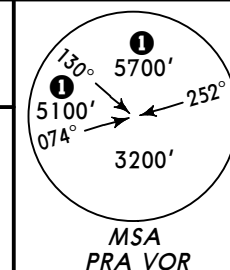


These SIDs require minimum climb gradients of

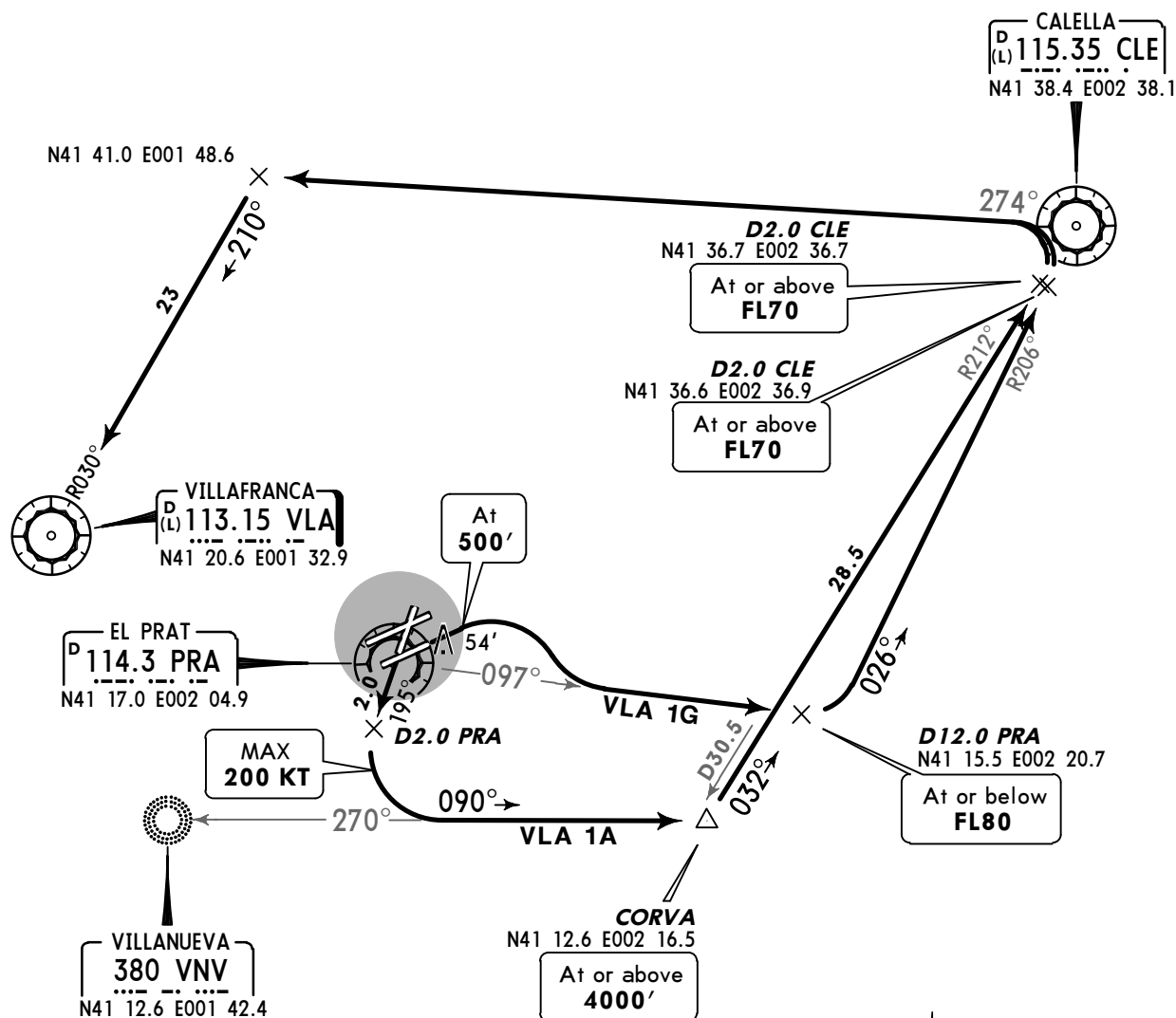
VERSO 3D: 6.1% to D10.2 BCN.**VERSO 3W:** 5.0% to D8.0 PRA.

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

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 FL100These 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



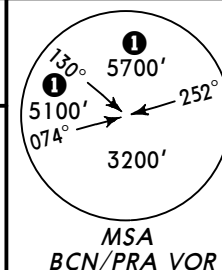
Initial ATC clearance:

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

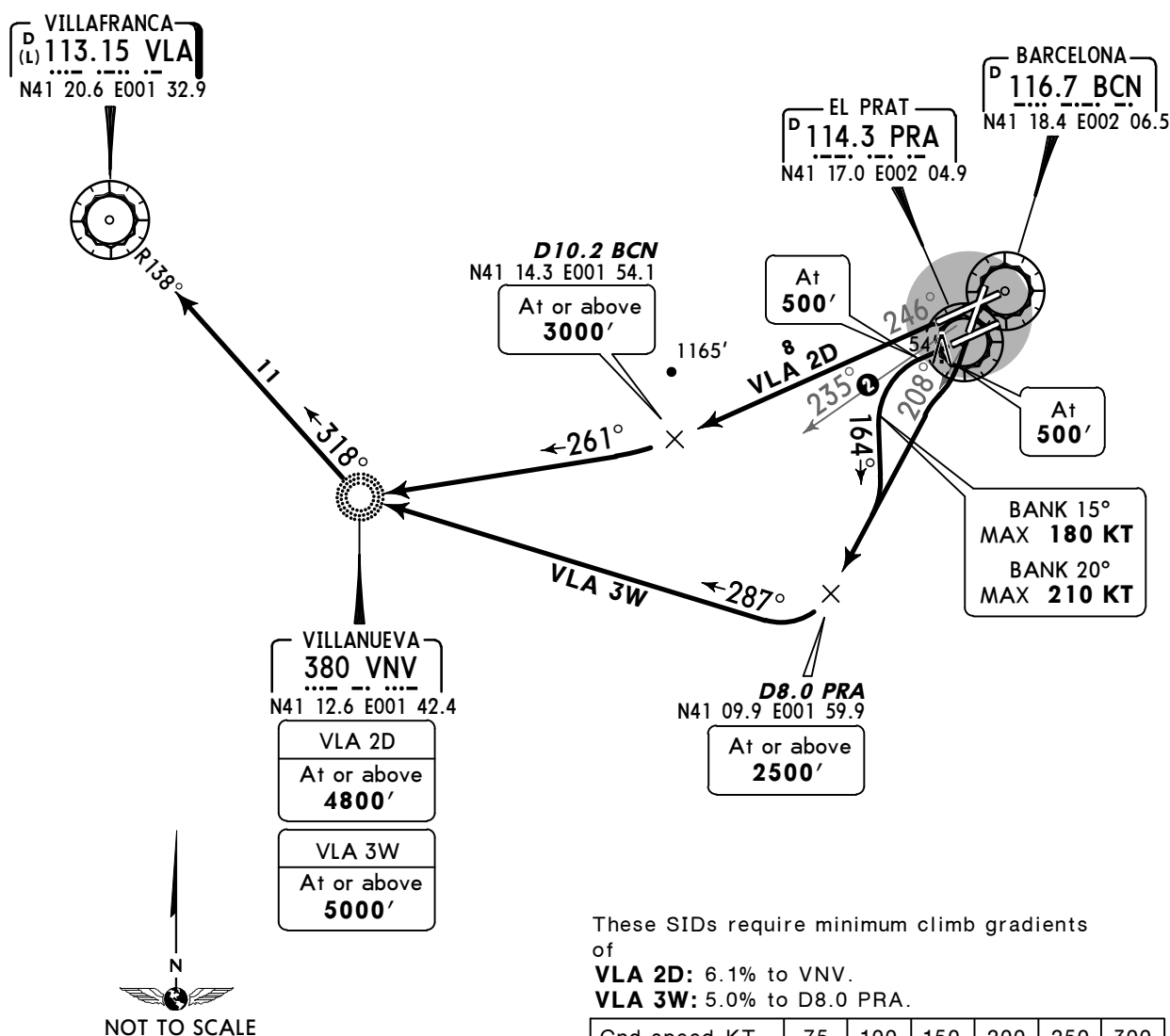
SID	RWY	ROUTING
VLA 1A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.
VLA 1G	07R	Climb on runway heading to 500', 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.

① 4300' within 15 NM

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

① 4300' within 15 NM

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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**WIP TO RENAME PARKING STANDS AT TERMINAL T2
AND PROVIDE DESIGNATORS FOR INNER TWY AT R-2**

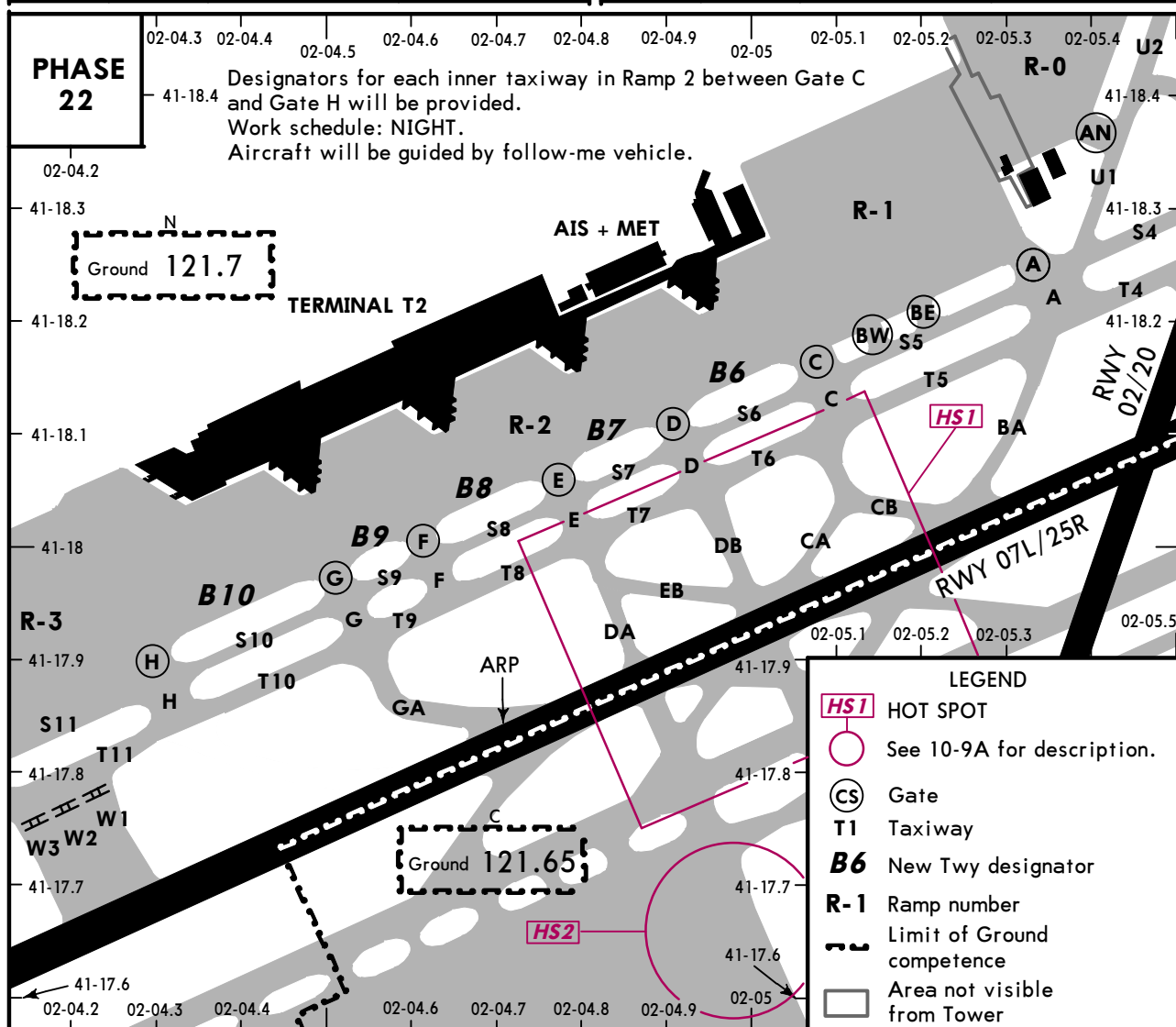
REFER ALSO TO LATEST NOTAMS

PHASE	RAMP	CURRENT DESIGNATION	NEW DESIGNATION	PHASE	RAMP	CURRENT DESIGNATION	NEW DESIGNATION
1.1	R4	125	185	8	R2	E5	122
		126	186			E6	121
		127	187			E56	121A
		128	188	9	R2	D1	120
		129	189			D2	119
1.2	R4	111	171			D12	119A
		112	172	10	R2	D4	117
		113	173			D5	116
		114	174			D6	115
		115	175	11	R2	C1	114
2.1	R4	121	181			C2	113
		122	182			C3	112
		123	183			C12	113A
		124	184	12	R2	A1	102
2.2	R4	91	151			A2	101
		92	152			A12	101A
		93	153			B6	103
		94	154	13	R2	A3	100
		95	155			B1	108
3	R4	101	161			B2	107
		102	162			B3	106
		103	163			B4	105
		104	164			B5	104
		105	165			C4	111
4	R3	81	141A			C5	110
		81A	141			C6	109
		82	142A			D3	118
		82A	142			E4	123
		83	143A	14	R1	11	71A
		83A	143			11A	71
		84	144			12	72A
5	R3	60	138A			12A	72
		62	137			13	74
		63	138			13A	73
		64	139			14	75
		67	133			15	76
		67A	133A			16	77
		68	134	15	R1	21	81
		68A	134A			22	82
		69	135			23	83
6	R3	61	136			24	84
		65	131			25	85
		66	132			26	86
						27	87
7	R2	E1	126			28	88
		E2	125	16	R1	33	91
		E3	124			34	92
		E23	124A			35	93
		F4	129			36	94
		F5	128	17	R1	37A	95
		F6	127			38A	96
		F45	128A				
		FE	126A				

WIP TO RENAME PARKING STANDS AT TERMINAL T2 AND PROVIDE DESIGNATORS FOR INNER TWY AT R-2

REFER ALSO TO LATEST NOTAMS

PHASE	RAMP	CURRENT DESIGNATION	NEW DESIGNATION	PHASE	RAMP	CURRENT DESIGNATION	NEW DESIGNATION
18	R1	7	61	20	R0	V1	51
		8	62			V2	52
		9	63			V3	53
	R0	Z1	11			V4	54
		Z2	12			W1	40
		Z3	13			W2	41
		Z4	14			W3	42
		Z5	15			W4	43
		Z6	1	21	R0	Y1	31
		Z7	2			Y2	32
		Z8	3			Y3	33
19	R0	Z9	4			Y4	34
		V5	55			Y5	35
		V6	56			Y6	36
		V7	57			Y7	37
		W5	44			Y8	38
		W5A	44A			Y9	21
		W6	45			Y10	22
		W7	46			Y11	23
		W7A	46A			Y12	24
		W8	47			Y13	25
		W9	48			Y14	26
		W9A	48A				
		W10	49				



PUSH AND HOLD PROCEDURE

REFER ALSO TO LATEST NOTAMS

GENERAL:

The activation of the procedure will be announced by NOTAM.

CONDITIONS OF USE:

The Push & Hold procedure is only cleared if the current hour is higher than CTOT-TAXITIME-60 minutes.

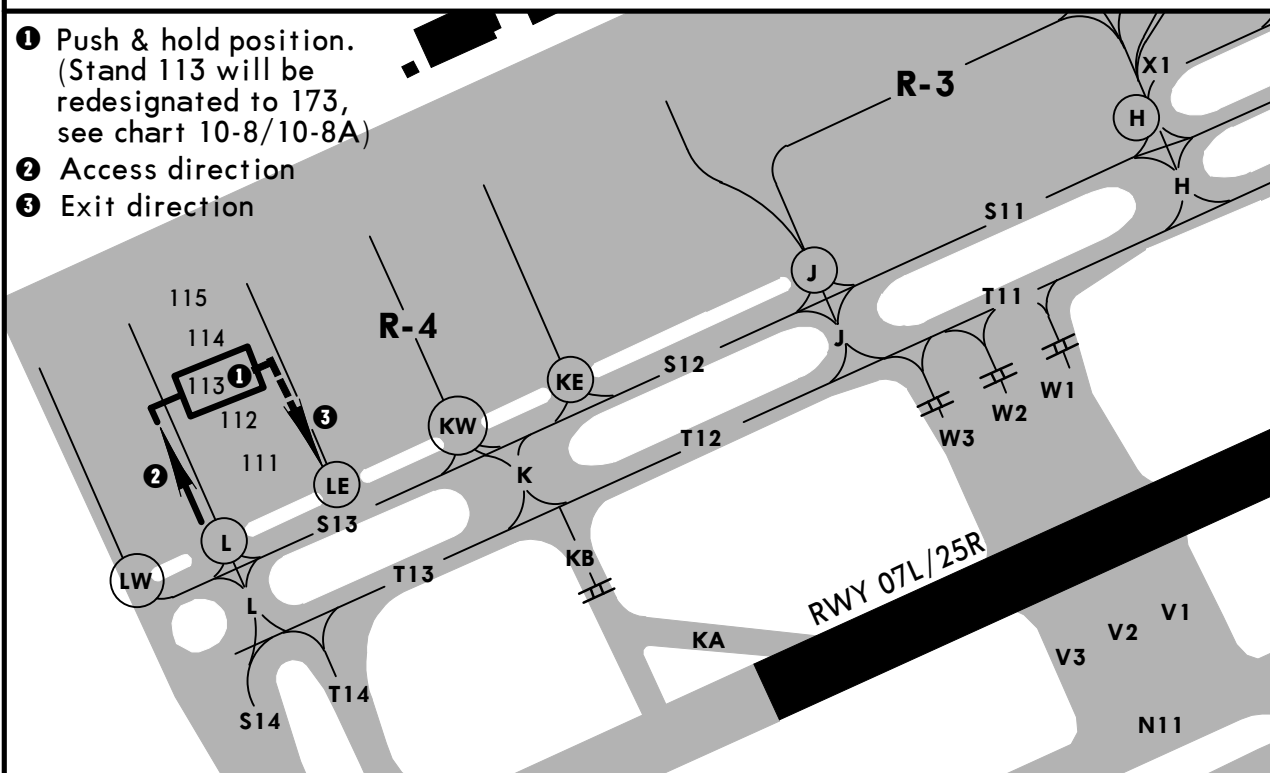
The procedure is not applied for acft code D or higher.

The procedure is limited to aircraft parked on stands in Ramp 0, 1 and 2 at the moment of requesting "Push & Hold".

PROCEDURE:

- To request the Push and Hold procedure, the aircraft will contact Clearance not before the estimated off-block time (EOBT), will notify to be ready and will request "Push & Hold".
- Only the Push and Hold procedure will be approved in the temporal window between EOBT and EOBT+DLA.
- If the traffic demand allows it and the conditions of use of the procedure occur, ATC will report the clearance of the acft start-up on the Clearance frequency with the phraseology "start-up approved following the Push and Hold procedure".
- Ground North will report instructions for push-back (if proper) and taxiing to the holding position.
- Once the aircraft has reached it and stopped on the Push & Hold position, it maintains the engines in idle regime for situation of "ready to taxi" holding the possible improved CTOT.
While the aircraft is on this position, it constantly maintains the communication with Ground North.
If new CTOT is received during the holding, Ground North will report to the aircraft.
- Following the last CTOT notified by ATC, the aircraft must be ready to begin taxiing from the Push & Hold position, at the latest moment defined by CTOT-TAXITIME.

- ❶ Push & hold position.
(Stand 113 will be redesignated to 173, see chart 10-8/10-8A)
- ❷ Access direction
- ❸ Exit direction



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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'
25R	HIRL(50m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) ④ RVR		9964' 3037m		

② PAPI (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		

⑥ HSTIL: G6, G5 & G4

⑦ HSTIL: G7, G8 & G9

HOT SPOTS

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

HS1 CAUTION:

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

HS2 CAUTION:

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

HS3 CAUTION:

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

HS4 CAUTION:

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

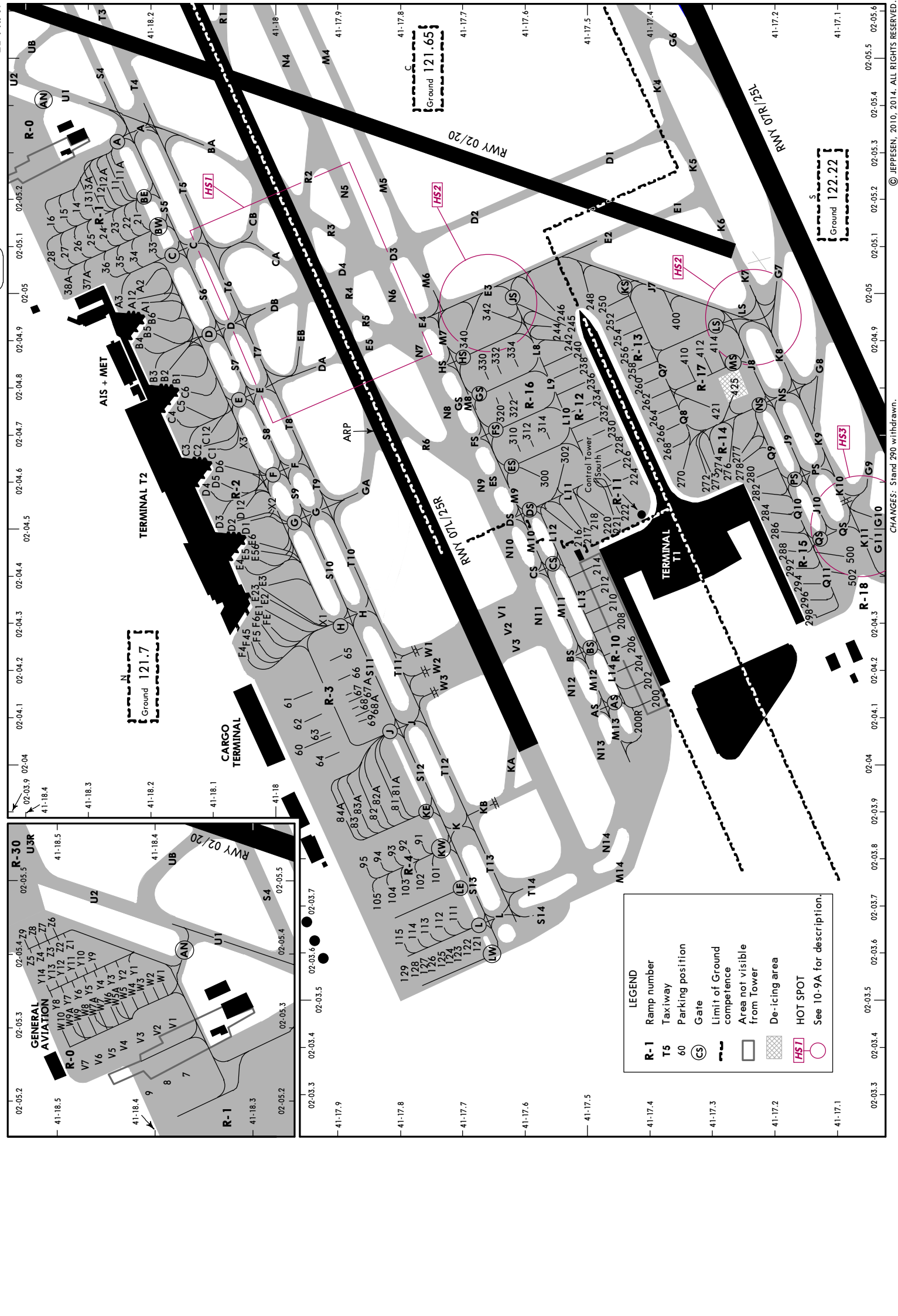
Standard

TAKE-OFF ①

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

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





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, 288	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.

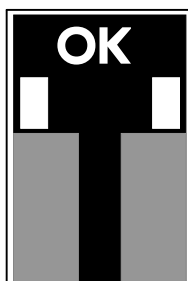
DISPLAY UNIT OF TERMINAL 2

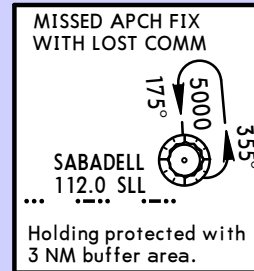
Consists of:

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.





SANIS
D11.3 BLT
D11.0 PRA

2000'
019°

5.3

D6.0 BLT
D5.7 PRA

* -019°

3.0

D3.0 BLT
D2.7 PRA
GS1020'

2.0

D1.0 BLT
D0.7 PRA

M

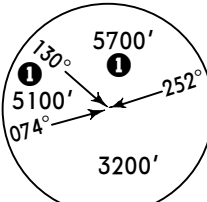
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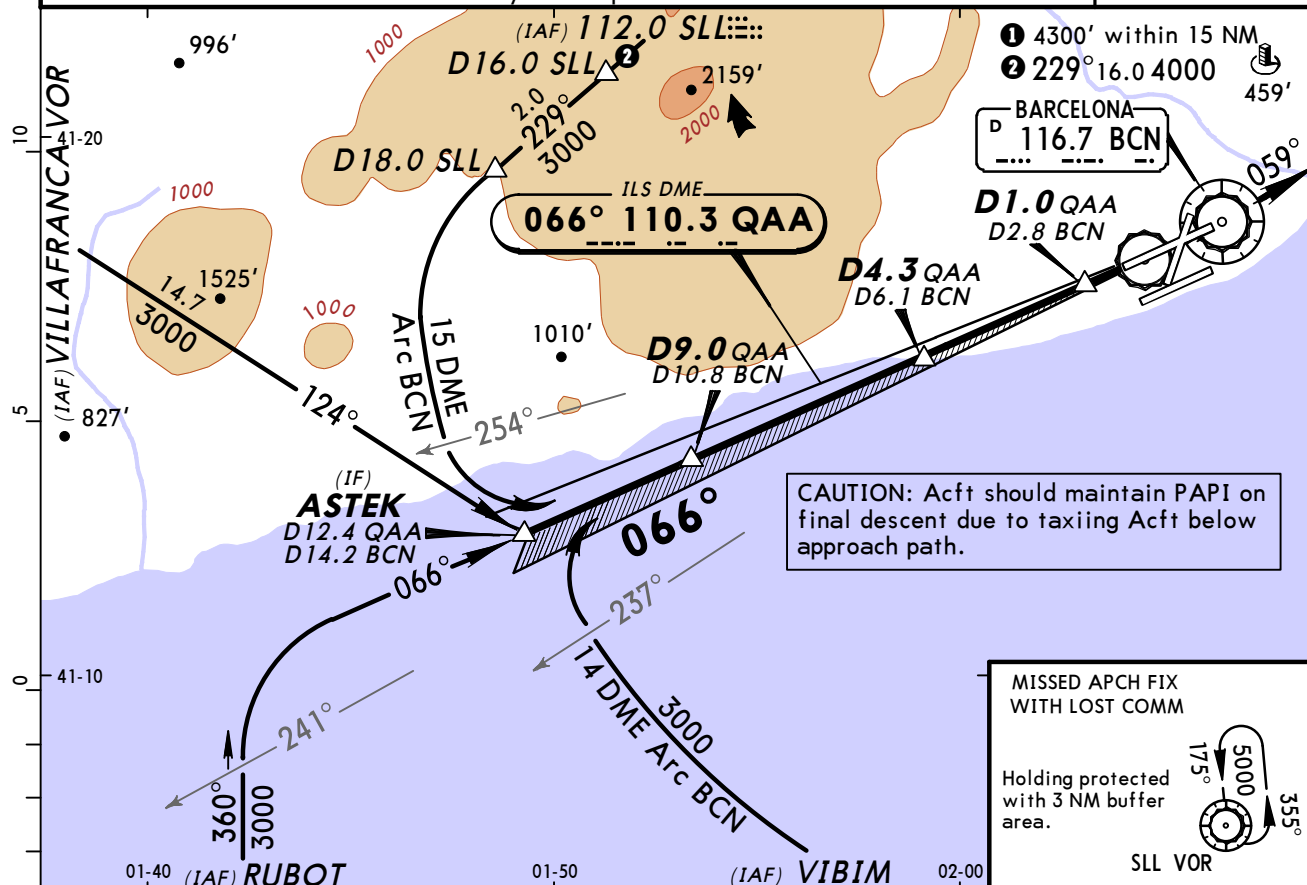
TCH 51'

RWY 02 7'

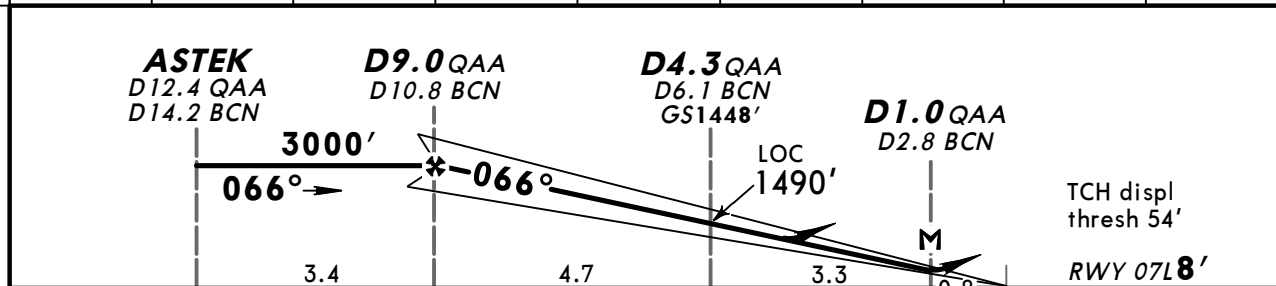
PANS OPS

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.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. LOC coverage restricted to 30° each side of rwy centerline. 3. ILS DME reads zero at rwy 07L displaced threshold.					MSA BCN VOR



LOC (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')					Max Kts				
B: 254' (246') D: 273' (265')					FULL Limited ALS out					MDA(H) VIS				
A RVR 550m					RVR 1200m					100 580' (566') 1500m				
B RVR 550m					RVR 1500m					135 700' (686') 1600m				
C RVR 600m					RVR 1300m					180 1080' (1066') 2400m				
D RVR 600m					RVR 1500m					205 1300' (1286') 3600m				
					CMV 2200m									

CHANGES: Communications.

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LEBL/BCN

EL PRAT

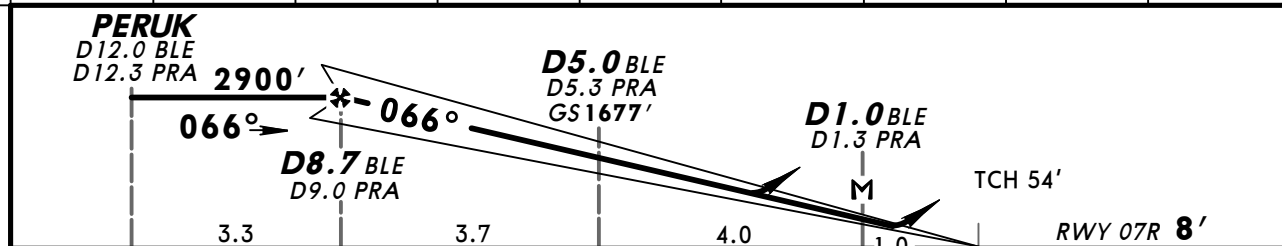
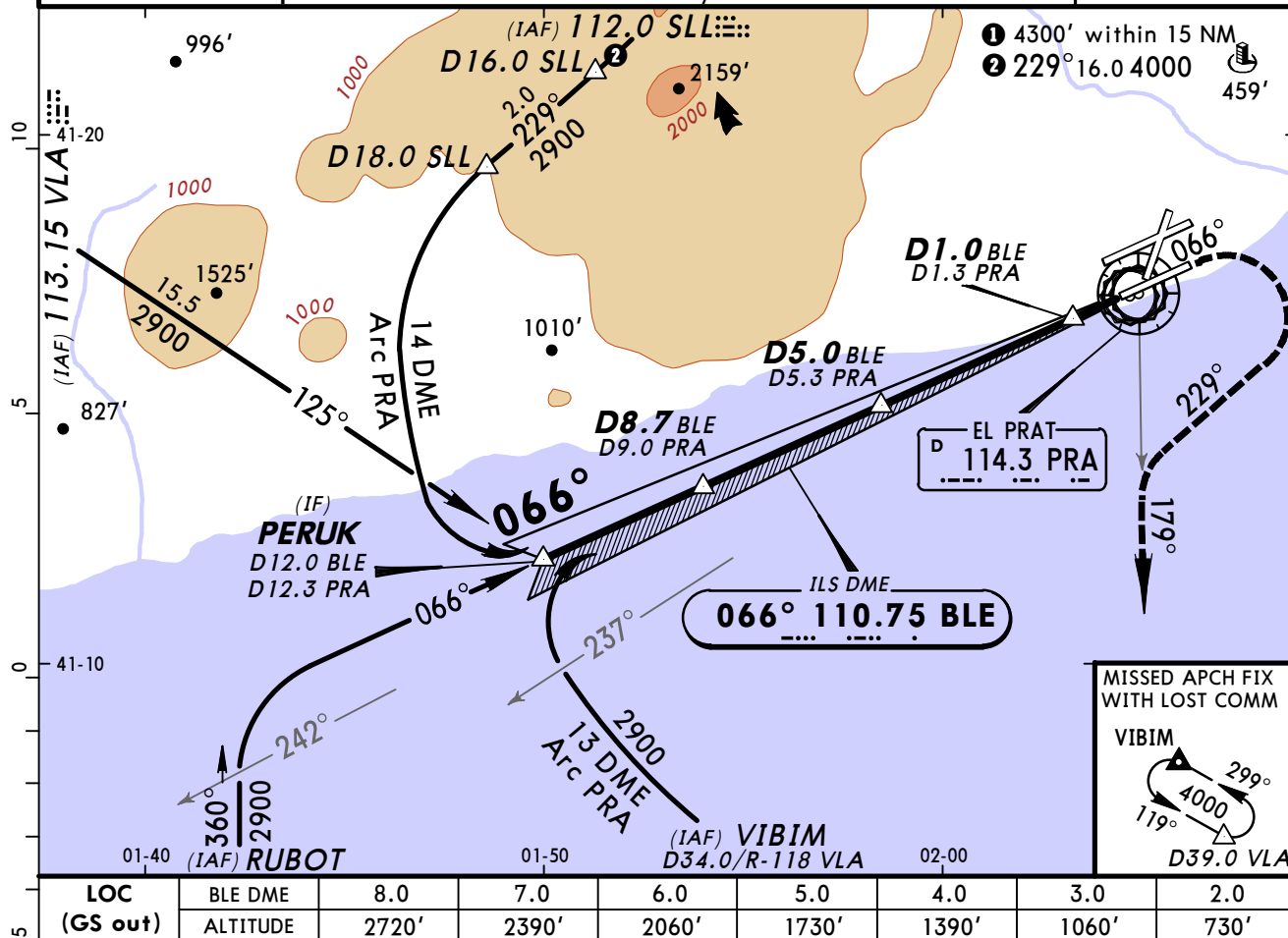
JEPPESEN

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



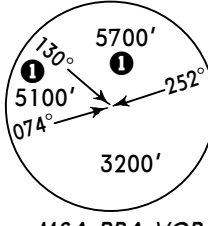
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
ILS GS 3.00°	377	484	538	646	753	861	PAPI	PAPI
LOC Descent Angle 3.13°	388	498	554	665	775	886	500' on 066°	
MAP at D1.0 BLE/1.3 PRA								

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

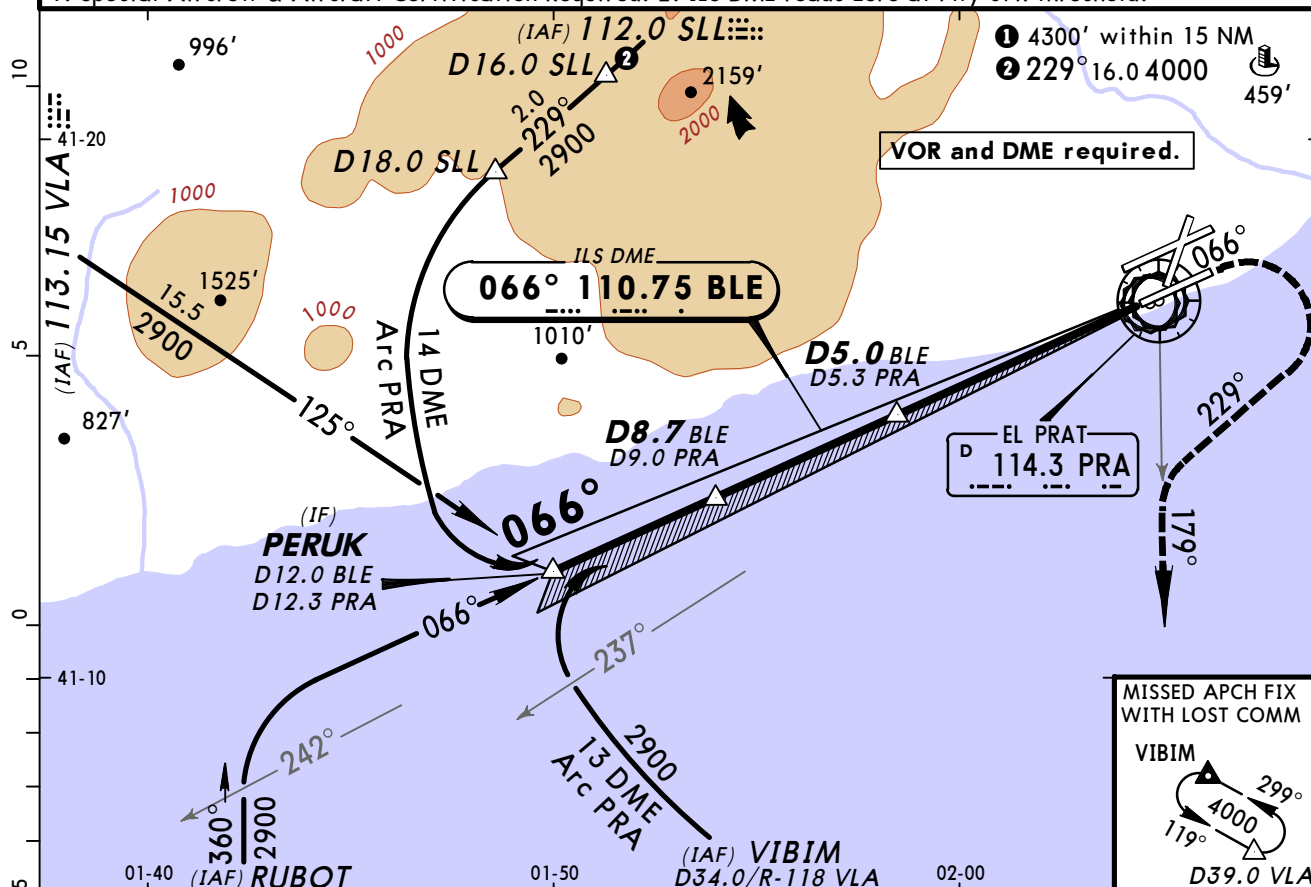
CHANGES: Apt name, Minimums.

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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.						 MSA PRA VOR

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 07R threshold.



PERUK
D12.0 BLE
D12.3 PRA

D8.7 BLE
D9.0 PRA

D5.0 BLE
D5.3 PRA
GS 1677'

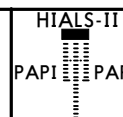
066°

066°

TCH 54'

RWY 07R 8'

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



500'

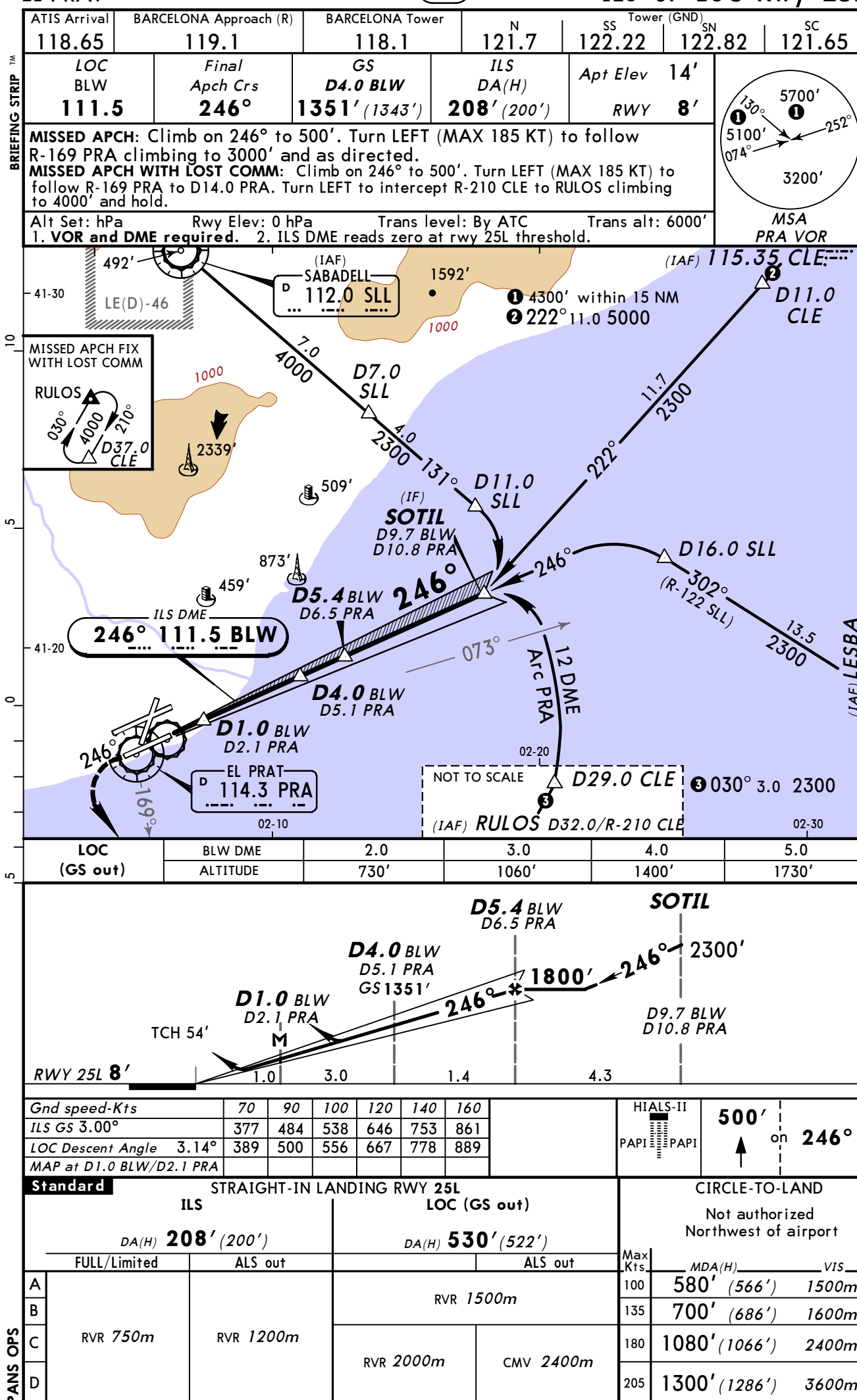
on 066°

STRAIGHT-IN LANDING RWY 07R				
Standard CAT IIIA ILS	CAT II ILS			
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 I		RVR 400m	

I 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

LEBL/BCN
EL PRAT

28 SEP 12

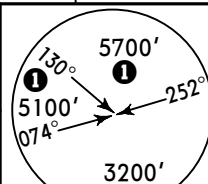
11-4A

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.

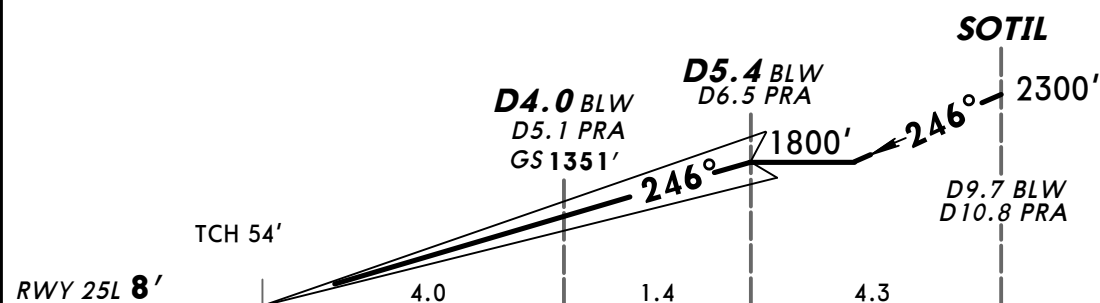
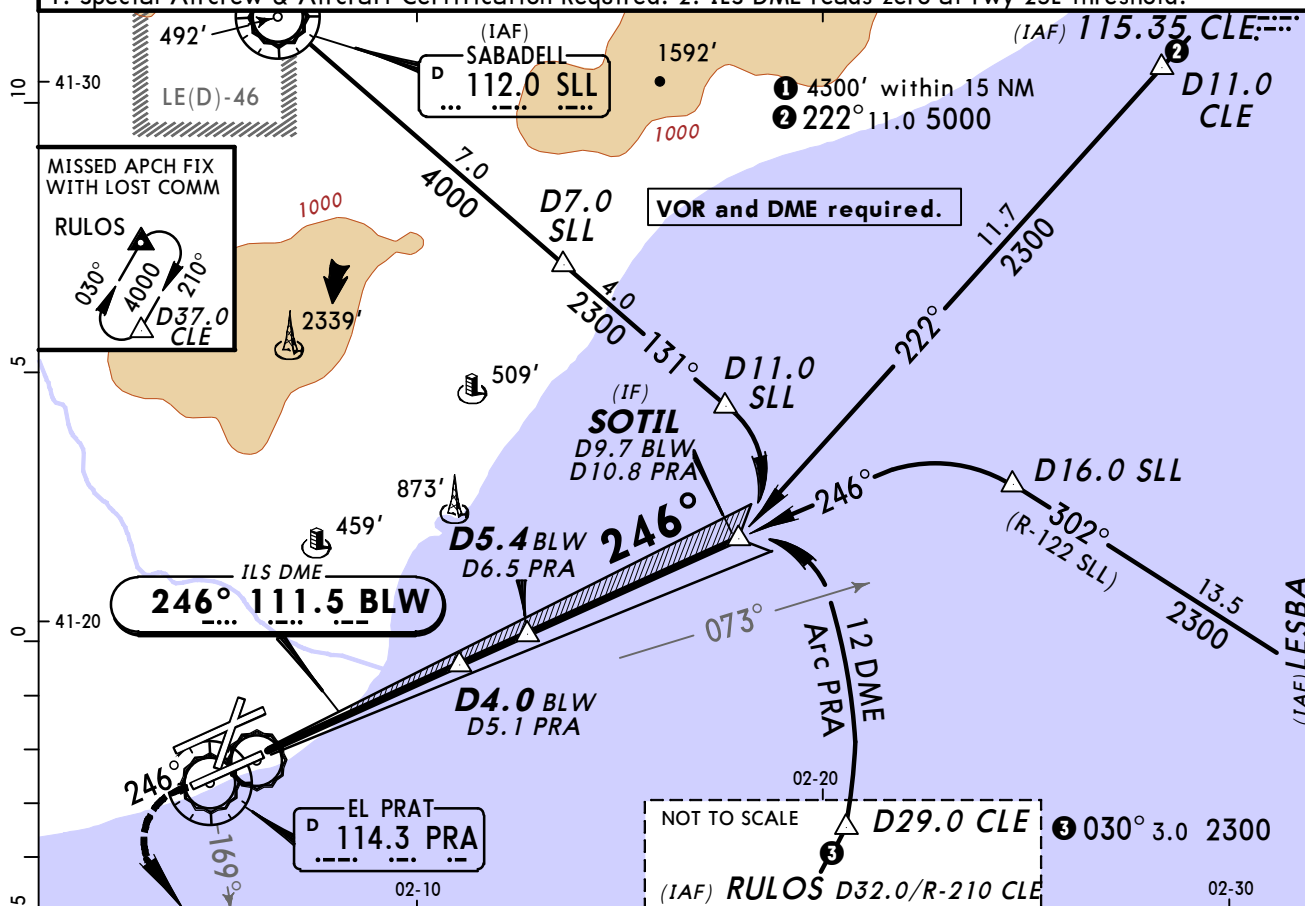
MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.



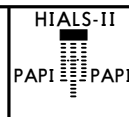
MSA PRA VOR

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.

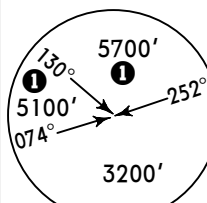
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LEBL/BCN
EL PRAT

28 SEP 12

(11-5)

BARCELONA, SPAIN
ILS Rwy 25R

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

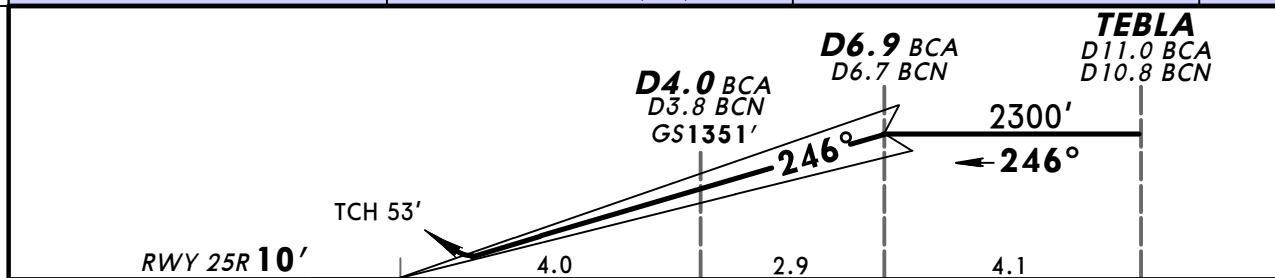
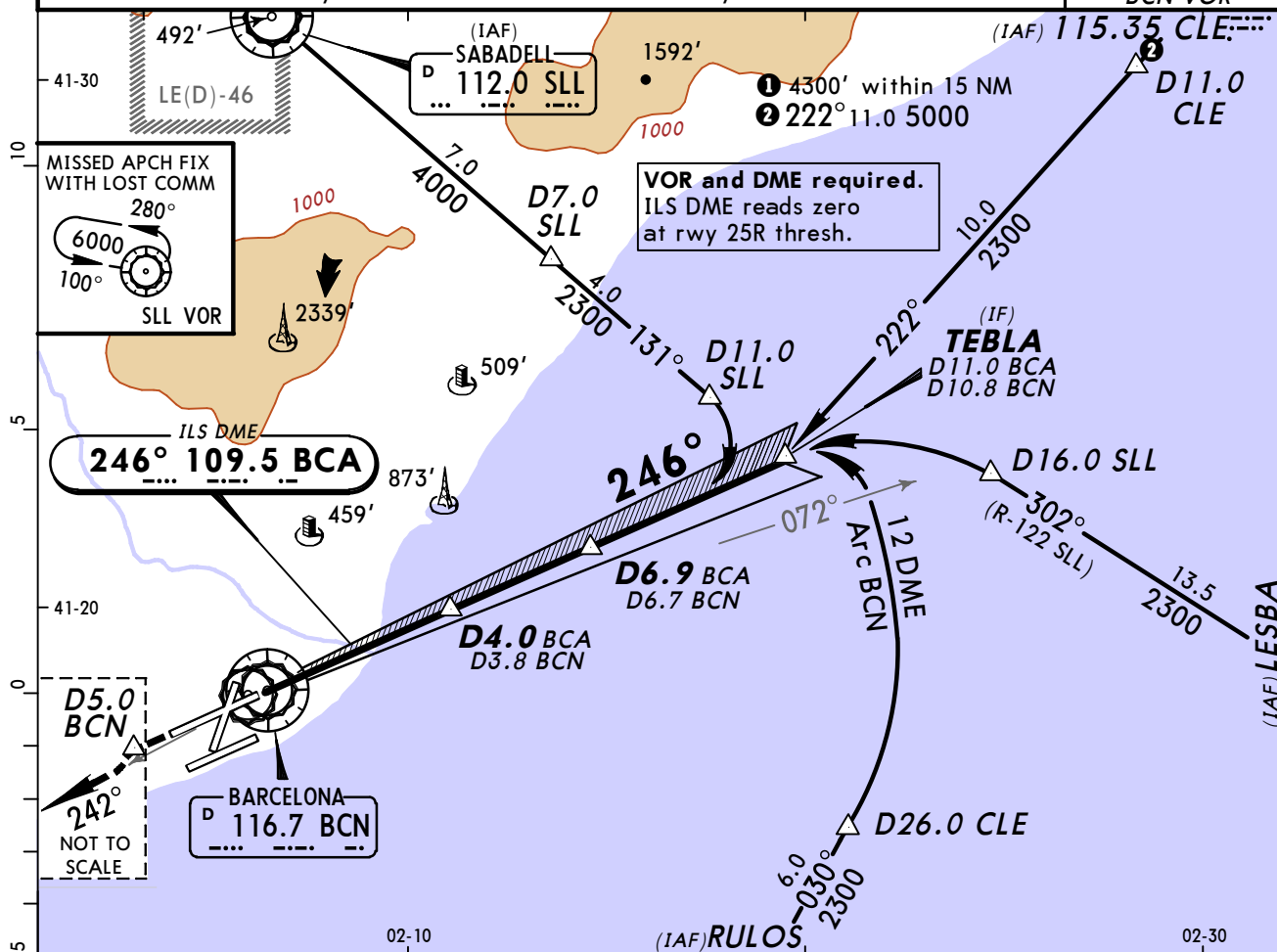
MISSED APCH WITH LOST COMM: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

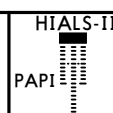
Alt Set: hPa

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

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

CIRCLE-TO-LAND

Not authorized
Northwest of airport

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

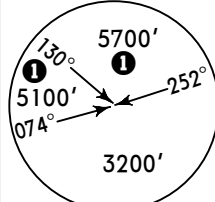
CHANGES: Communications. Minimums.

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LEBL/BCN
EL PRAT

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

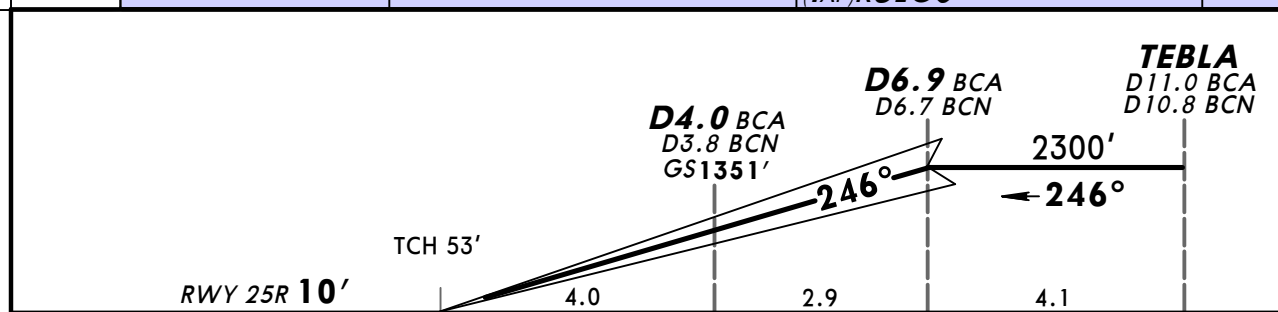
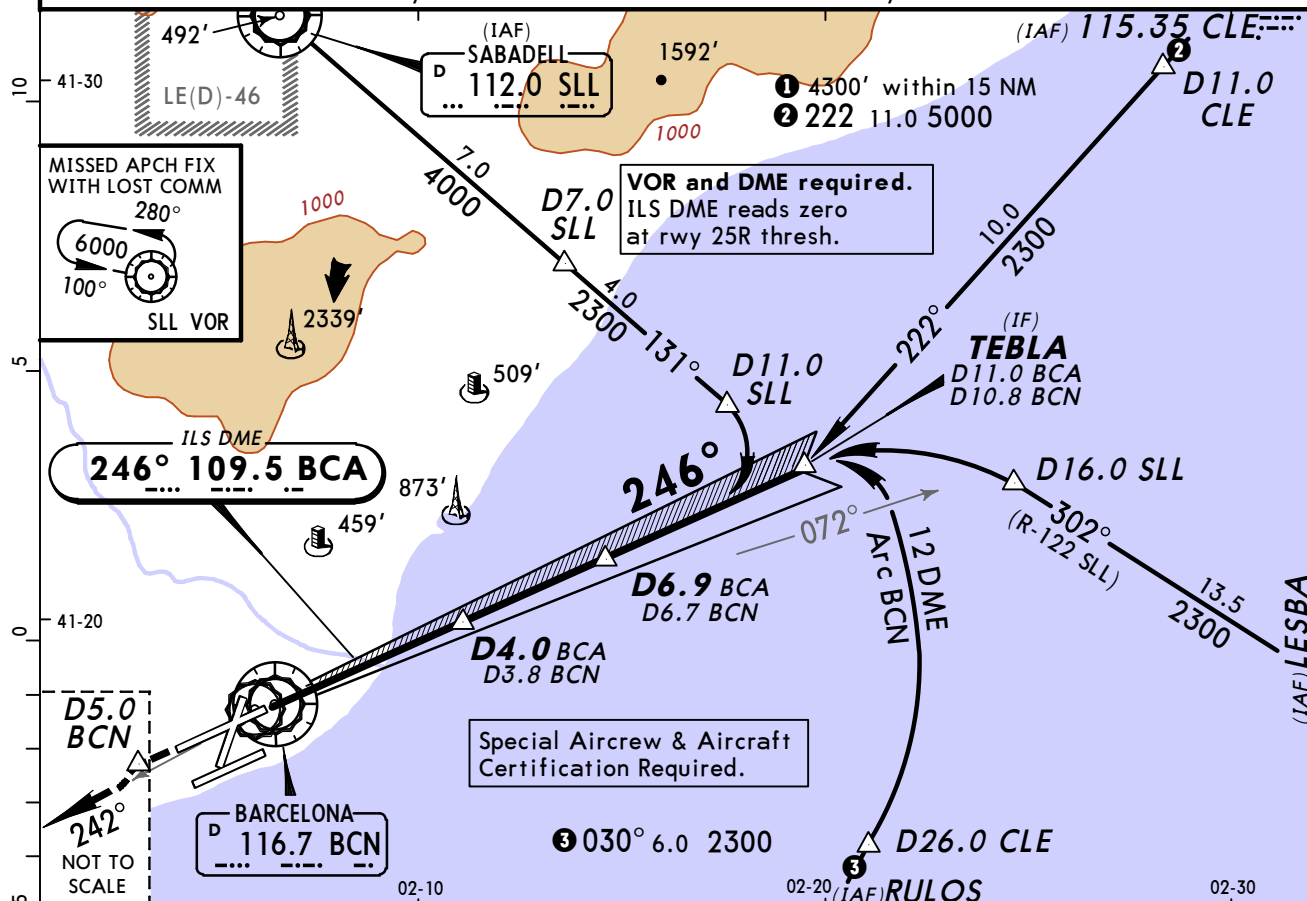
BARCELONA, SPAIN
CAT II/III ILS Rwy 25R

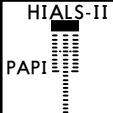
ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1	N 121.7	SS Tower (GND) 122.22	SN 122.82	SC 121.65
LOC BCA 109.5	Final Apch Crs 246°	GS D4.0 BCA 1351' (1341')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14' RWY 10'	 MSA BCN VOR	

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.

CHANGES: Communications.

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LEBL/BCN
EL PRAT

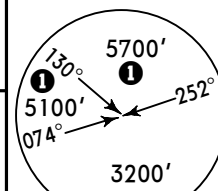
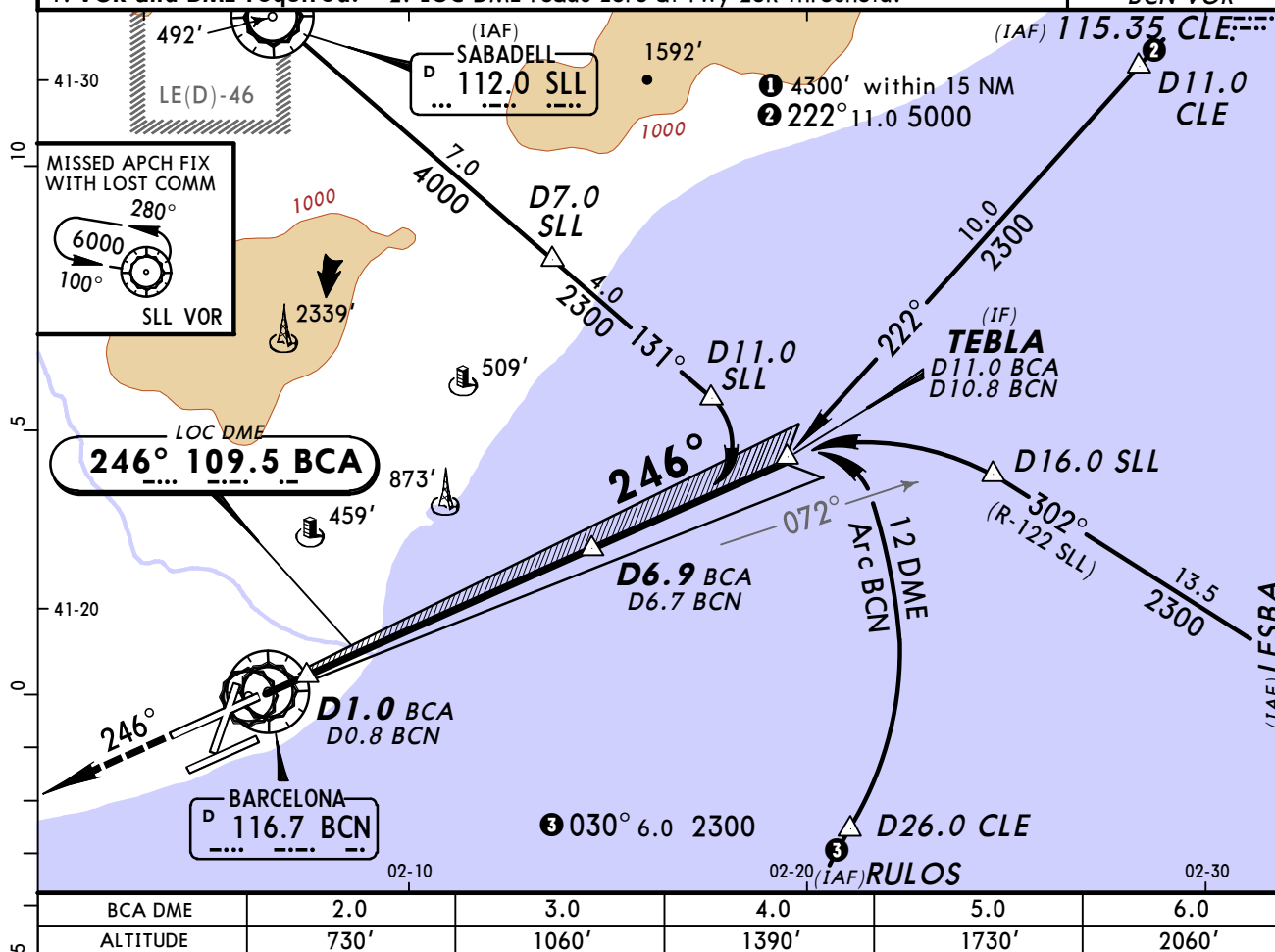
28 SEP 12

(11-6)

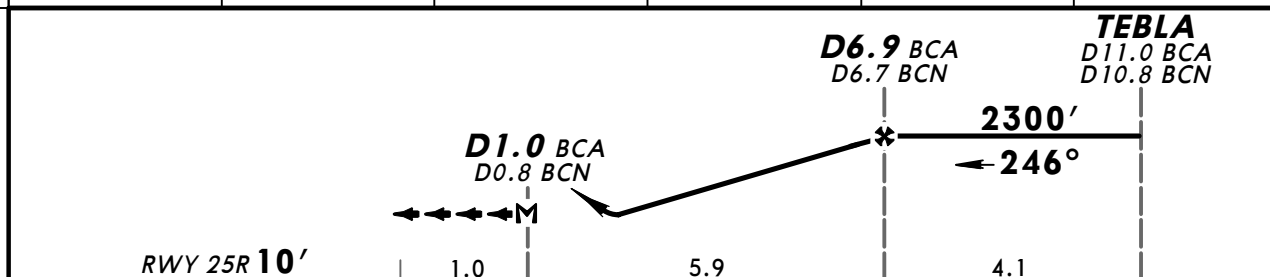
BARCELONA, SPAIN
LOC Rwy 25R

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

LOC 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

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



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

HIALS-II

PAPI

3000' on 116.7 R-246

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

ALS out

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

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

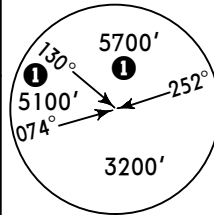
CHANGES: Communications. Minimums.

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

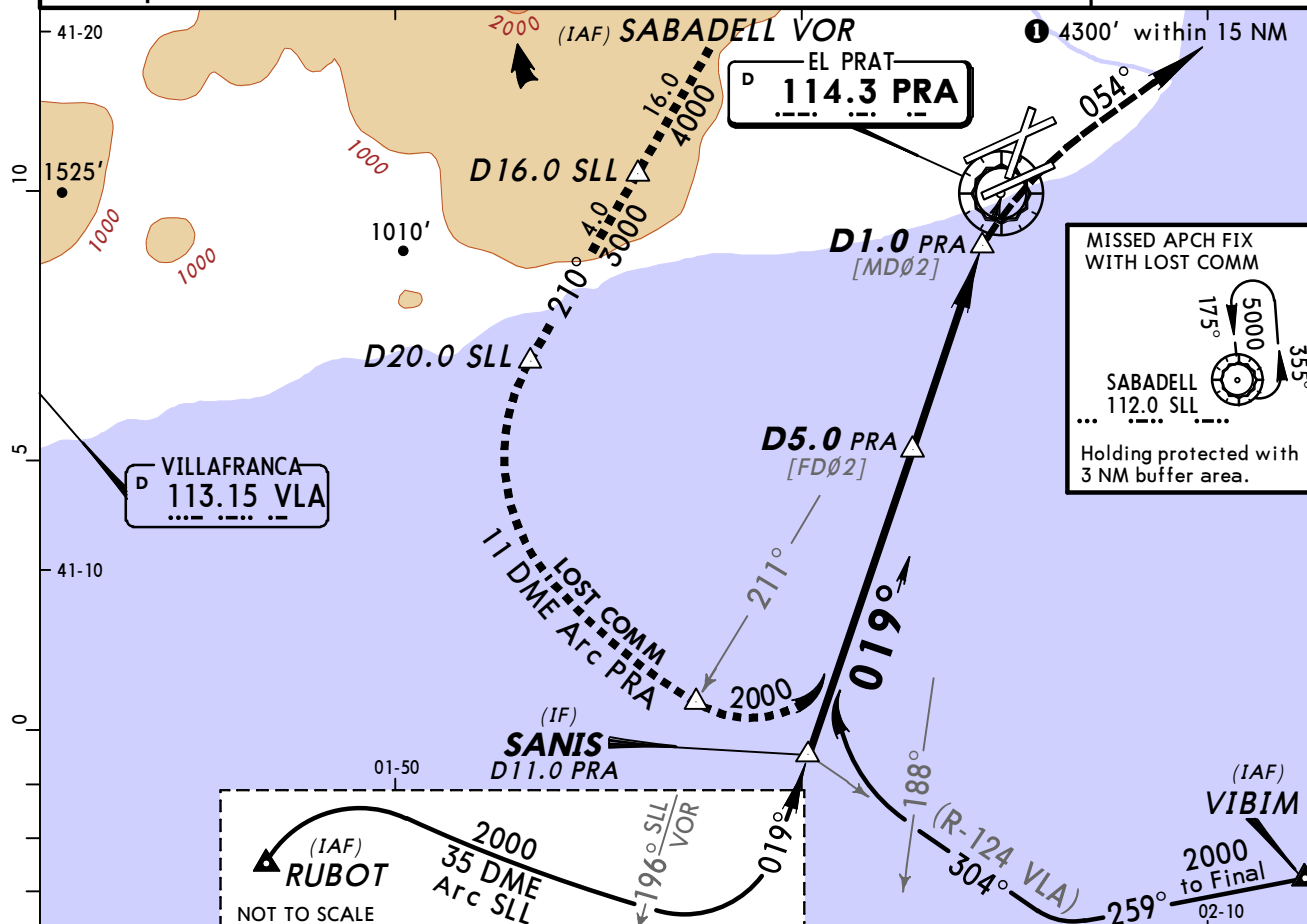
BRIEFING STRIP™

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 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.						

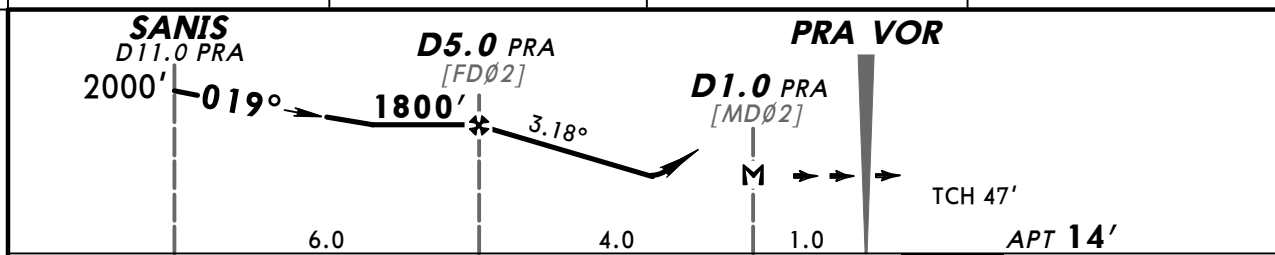


5700'
5100'
3200'
130°
252°
074°

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.

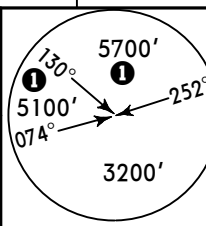
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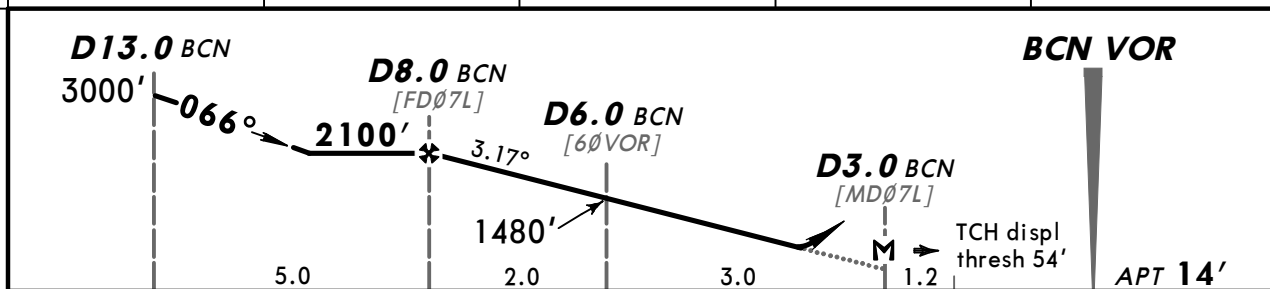
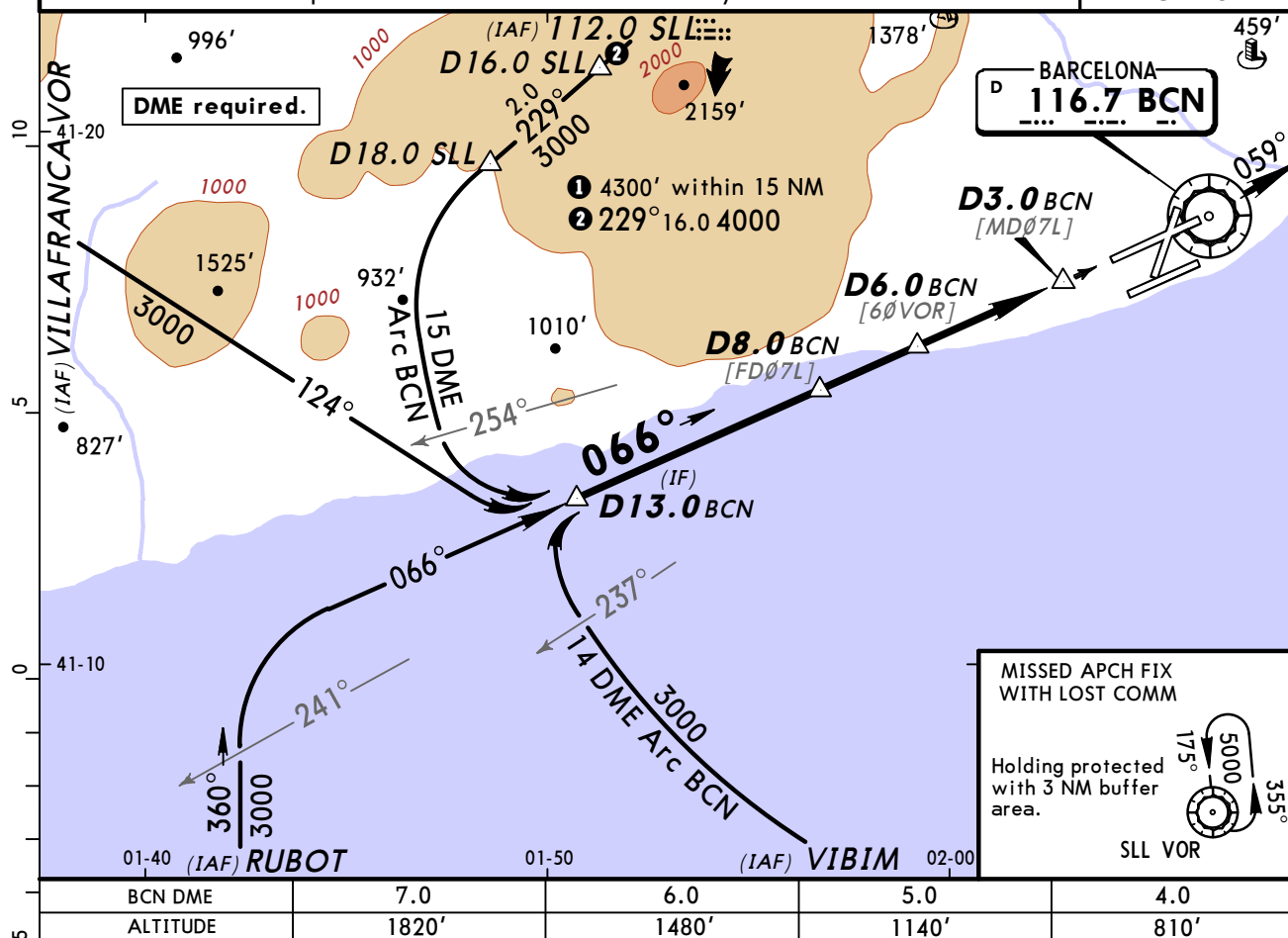
LEBL/BCN
EL PRAT

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

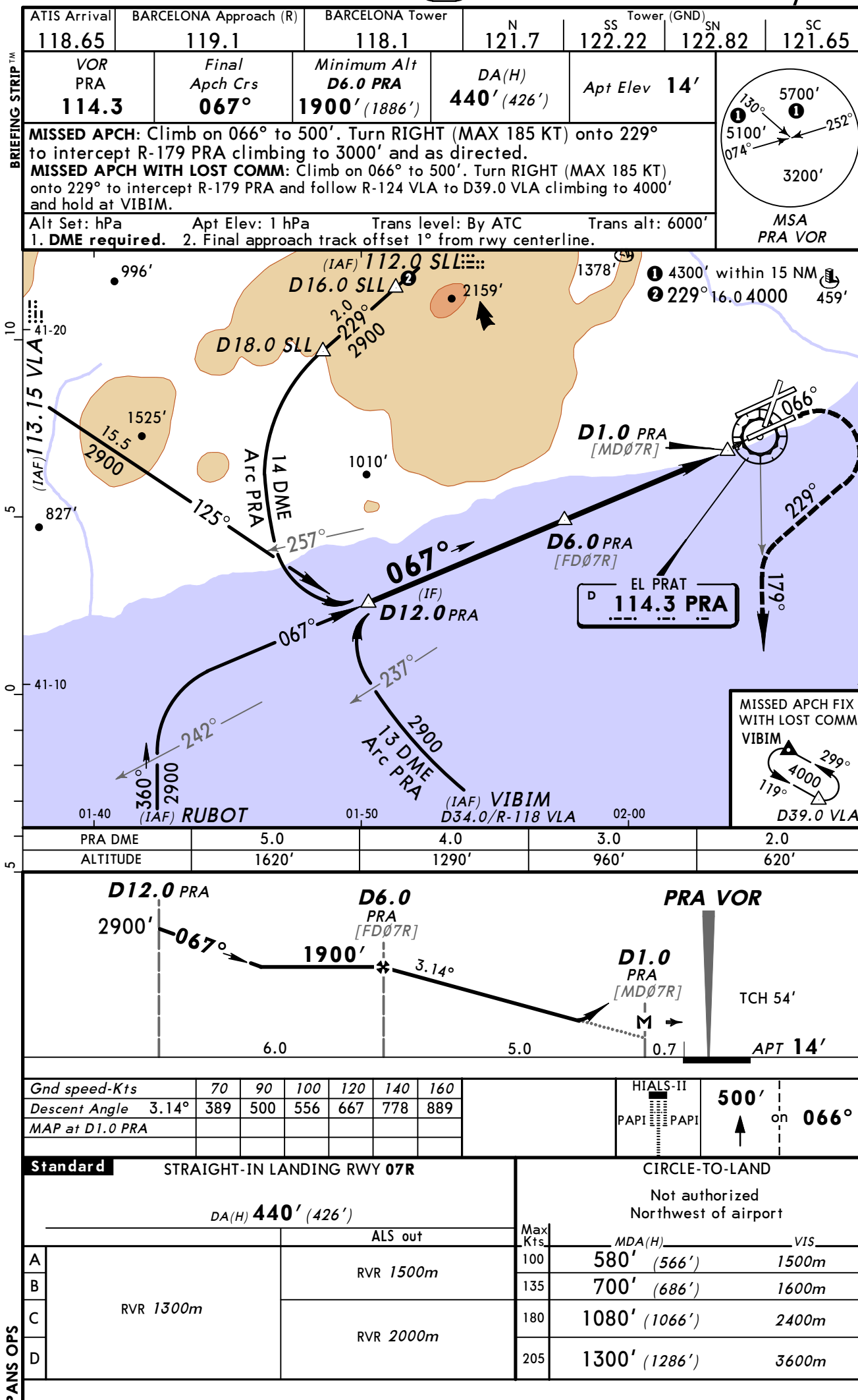


Gnd speed-Kts	70	90	100	120	140	160		BCN 116.7	3000'	BCN 116.7
Descent Angle 3.17°	393	505	561	673	785	897		↑	↑	on 116.7
MAP at D3.0 BCN										R-059

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

CHANGES: Communications. Minimums.

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

BARCELONA, SPAIN
VOR Rwy 25L

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

BRIEFING STRIP TM

5.

HIALS-II
PAPI PAF

CIRCLE-TO-LAND

Not authorized
Northwest of airport

PANS OPS

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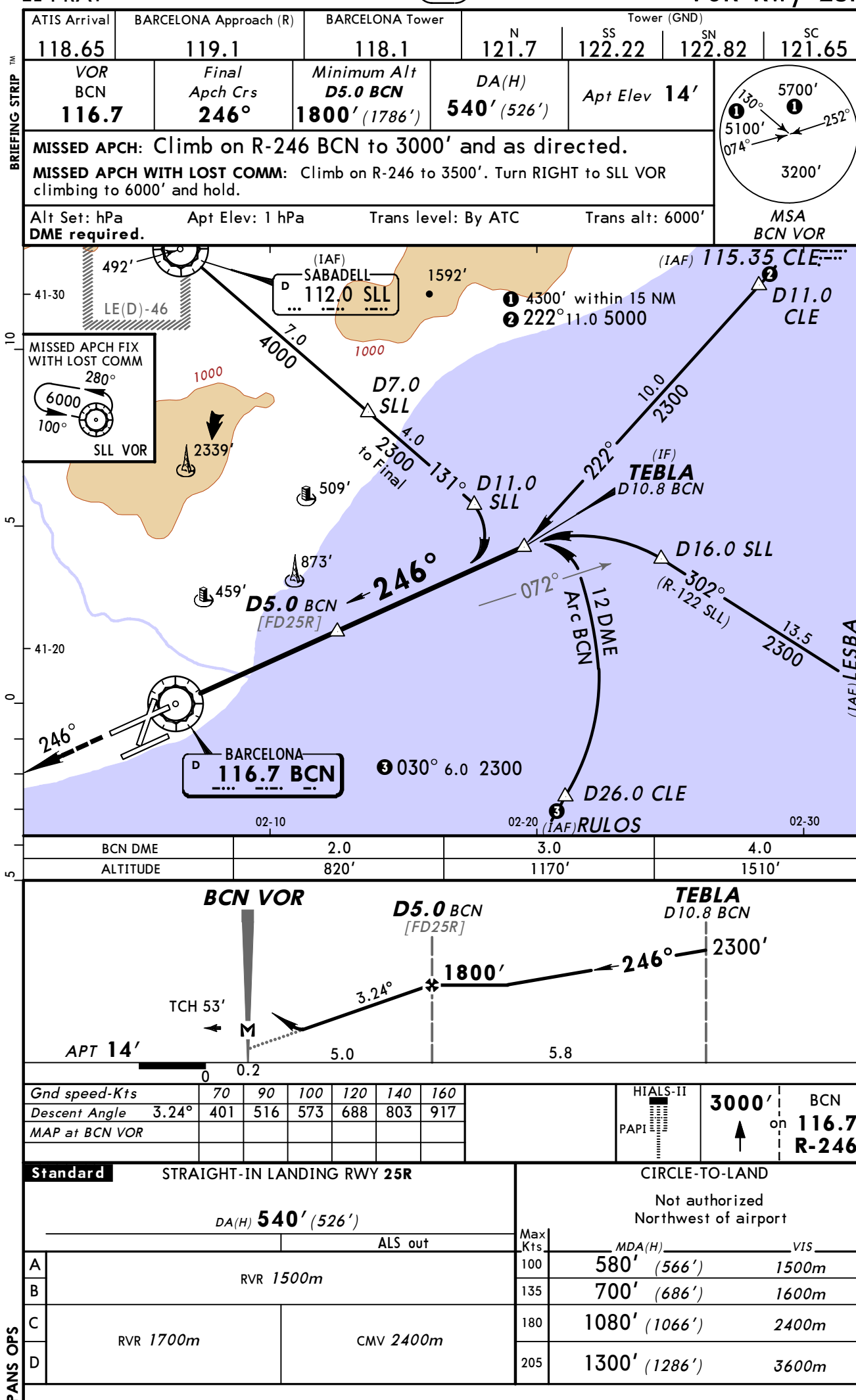
LEBL/BCN
EL PRATJEPPESEN
28 SEP 12 (13-5)BARCELONA, SPAIN
VOR Rwy 25R

Chart changes since cycle 12-2014

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BARCELONA, (EL PRAT - LEBL)				
REV	AIRPORT BRIEFING (GEN CON...	10-1P2	13 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (GEN CON...	10-1P3	13 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (GEN CON...	10-1P6	13 Jun 2014	26 Jun 2014
REV	AIRPORT BRIEFING (ARR)	10-1P7	13 Jun 2014	26 Jun 2014
REV	BISBA 3Y, VERSO 2Z RNAV A...	10-2B	13 Jun 2014	26 Jun 2014
REV	BISBA 2Z RNAV ARR	10-2C	13 Jun 2014	26 Jun 2014
REV	MARTA 5Y & 2Z RNAV ARRS	10-2D	13 Jun 2014	26 Jun 2014
REV	CASPE 3Y, MATEX 2Y RNAV A...	10-2E	13 Jun 2014	26 Jun 2014
REV	MATEX 2Z RNAV ARR	10-2F	13 Jun 2014	26 Jun 2014
REV	ALBER 1N & PUMAL 2N ARRS	10-2G	13 Jun 2014	26 Jun 2014
REV	ALBER 1S, PUMAL 4S ARRS	10-2H	13 Jun 2014	26 Jun 2014
REV	ALBER 1T, PUMAL 3T ARRS	10-2J	13 Jun 2014	26 Jun 2014
REV	PUMAL 2Z ARR	10-2K	13 Jun 2014	26 Jun 2014
REV	BISBA 3N ARR	10-2L	13 Jun 2014	26 Jun 2014
REV	BISBA 4S ARR	10-2M	13 Jun 2014	26 Jun 2014
REV	BISBA 3T & 4V ARRS	10-2N	13 Jun 2014	26 Jun 2014
REV	VERSO 1N ARR	10-2P	13 Jun 2014	26 Jun 2014
REV	OSTUR 1U, VERSO 1S ARRS	10-2Q	13 Jun 2014	26 Jun 2014
REV	OSTUR 1V, VERSO 1V ARRS	10-2S	13 Jun 2014	26 Jun 2014
REV	MARTA 2S, NEPAL 1U ARRS	10-2T	13 Jun 2014	26 Jun 2014
REV	MARTA 2T, NEPAL 2V ARRS	10-2T1	13 Jun 2014	26 Jun 2014
REV	CASPE 2S & 1U, MATEX 1S A...	10-2T2	13 Jun 2014	26 Jun 2014
REV	CASPE 4T, MATEX 1T ARRS	10-2T3	13 Jun 2014	26 Jun 2014
REV	GRAUS & LOBAR 3S & 1U ARR...	10-2T4	13 Jun 2014	26 Jun 2014
REV	GRAUS 4T, LOBAR 3T ARRS	10-2U	13 Jun 2014	26 Jun 2014
REV	BISBA 1DCY, VERSO 1DCZ RN...	10-2V	13 Jun 2014	26 Jun 2014
REV	TAXIING	10-9B	13 Jun 2014	26 Jun 2014
REV	PARKING STANDS	10-9C	13 Jun 2014	26 Jun 2014
REV	PARKING STAND COORDS	10-9D	13 Jun 2014	26 Jun 2014
REV	PARKING STAND COORDS (CON...	10-9E	13 Jun 2014	26 Jun 2014

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEBL

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

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

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Eff 3 APR 14 WIP to rename parking stands at Terminal T2 and provide designators for inner TWY at R-2. Refer to yellow chart 10-8/10-8A.

Type: Terminal

Effectivity: Permanent

Begin Date: 20130919

End Date: No end date

Rwy 07L: PAPI-R changed to PAPI.