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Airport Information For LEBL

Terminal Charts For LEBL

Revision Letter For Cycle 01-2015

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: 0.4°E

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

Sunrise: 0718 Z
Sunset: 1637 Z,

Runway Information

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

Runway: 07L
Length x Width: 10997 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 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 thru 248 and 250 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.

TWY B 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 100 thru 101A, 103 thru 113A, 115 thru 121, 122 thru 129, 200 thru 246, 248 thru 282 and 292 thru 296 equipped with visual docking guidance system.

1.6.2. PUSH-BACK

Push-back required on stands 1 thru 15, 22 thru 38, 42 thru 49, 55 thru 57, 95 thru 129, 136 thru 139, 200 and 202 thru 286. On stand 288 push-back may be required.

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.

Speed adjustments on approach:

- Speed will not be reduced below 160 KT until reaching 4NM to 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.

HIRO (High Intensity Runway operations) in force with at least 10km visibility, good braking action, dry RWY and no wind shear or storm notifications. Minimum separation between arriving ACFT reduced below 3NM. Leaving the RWY as soon as possible is mandatory for all arriving ACFT.

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. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. TARGET OFF-BLOCK TIME (TOBT)

TOBT represents the time that an ACFT Operator or handling agent estimates that an ACFT will be ready to start up immediately and push back within 5 minutes after reception of start-up clearance from TWR.

TOBT should be updated via regular channels if the time that the ACFT will be ready to leave stand changes.

Pilots shall ensure that their flights are ready to depart at TOBT (window of -5 to +5 minutes).

TOBT must be updated to an accuracy of +/-5 minutes.

TOBT earlier than 10 minutes from their APT Slot and/or TOBT prior to the current time will not be accepted.

Flight Plan information should be updated with TOBT within a tolerance of +/-10 minutes.

3.1.2. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is issued by ATC and represents the time at which an ACFT can expect start-up, taking into account the ATFM restrictions and local constraints. ATC sequences the departures based on confirmed TOBT.

Pilots will be notified of their TSAT and any subsequent changes to it by their ACFT operator or handling agent, Docking Visual Guidance System or from BARCELONA Clearance Delivery.

3.1.3. TARGET TAKE-OFF TIME (TTOT)

TTOT represents the time when an ACFT will be ready to take off taking into account TOBT/TSAT and variable Taxi-Out, depending on assigned stand and RWY.

The TTOT for departing ACFT will be updated automatically and is available at the CDM-platform.

3.1.4. START-UP

Pilots must report Start-up Request to BARCELONA Clearance Delivery from TOBT -5 minutes to TSAT +5 minutes.

BARCELONA Clearance Delivery will then either approve start or advise the TSAT.

If the pilot has called ready but the flight is then delayed by ATC, there is no requirement for TOBT to be updated to that TSAT.

If at TSAT +5 minutes BARCELONA Clearance Delivery has not received a start-up request, the ACFT will miss its TSAT and a new TOBT is required. Once a new TOBT is entered, the flight will be re-sequenced with a new TSAT. ACFT will not be cleared for start-up until a valid TOBT is entered and revised TSAT issued.

3.1.5. PUSH-BACK

Push-back shall be requested from BARCELONA Tower and start before 5 minutes after receiving start-up clearance.

If unable to meet this constraint, the start-up clearance may be removed, in which case it will be necessary to receive a new updated TOBT. After receiving the new TOBT, the flight will be sequenced and receive the new TSAT. ACFT will not be allowed to depart until a valid TOBT is entered and revised TSAT issued.

3. DEPARTURE

3.1.6. REGULATED FLIGHTS

Regulated Flights will be assigned a TSAT from the time a CTOT is received, however, they must supply a valid TOBT based on the departure intentions of the ACFT Operator and not on regulation. This information is transmitted with the purpose of improving that CTOT. At TOBT -5 minutes push-back may be requested (ASRT) and the receipt of the ASRT replaces the request of the REA for CTOT improvement.

If a flight ceases to be regulated, it will be assigned a new TSAT according to TOBT. The value of TSAT will always be later than the current time, so there is a minimum time frame for the pilot to make the necessary preparations for the start-up.

3.2. DE-ICING

3.2.1. 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.

3.2.2. 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. DEPARTURE

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

3.3.1. 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.

3.3.2. 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.

3.3.3. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
95, 96	South (go-on with pull-forward compulsory)
100 thru 102, 124A, 126 thru 129	East
138, 138A, 139	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

3.3.4. 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. DEPARTURE

3.4. STANDARD TAXI ROUTES

3.4.1. 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.

3.4.2. WEST CONFIGURATION

3.4.2.1. 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.

3.4.2.2. 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.

3.5. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.5.1. 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.

3.5.2. 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.

3.6. RWY OPERATIONS

3.6.1. 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.

3.6.2. 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.

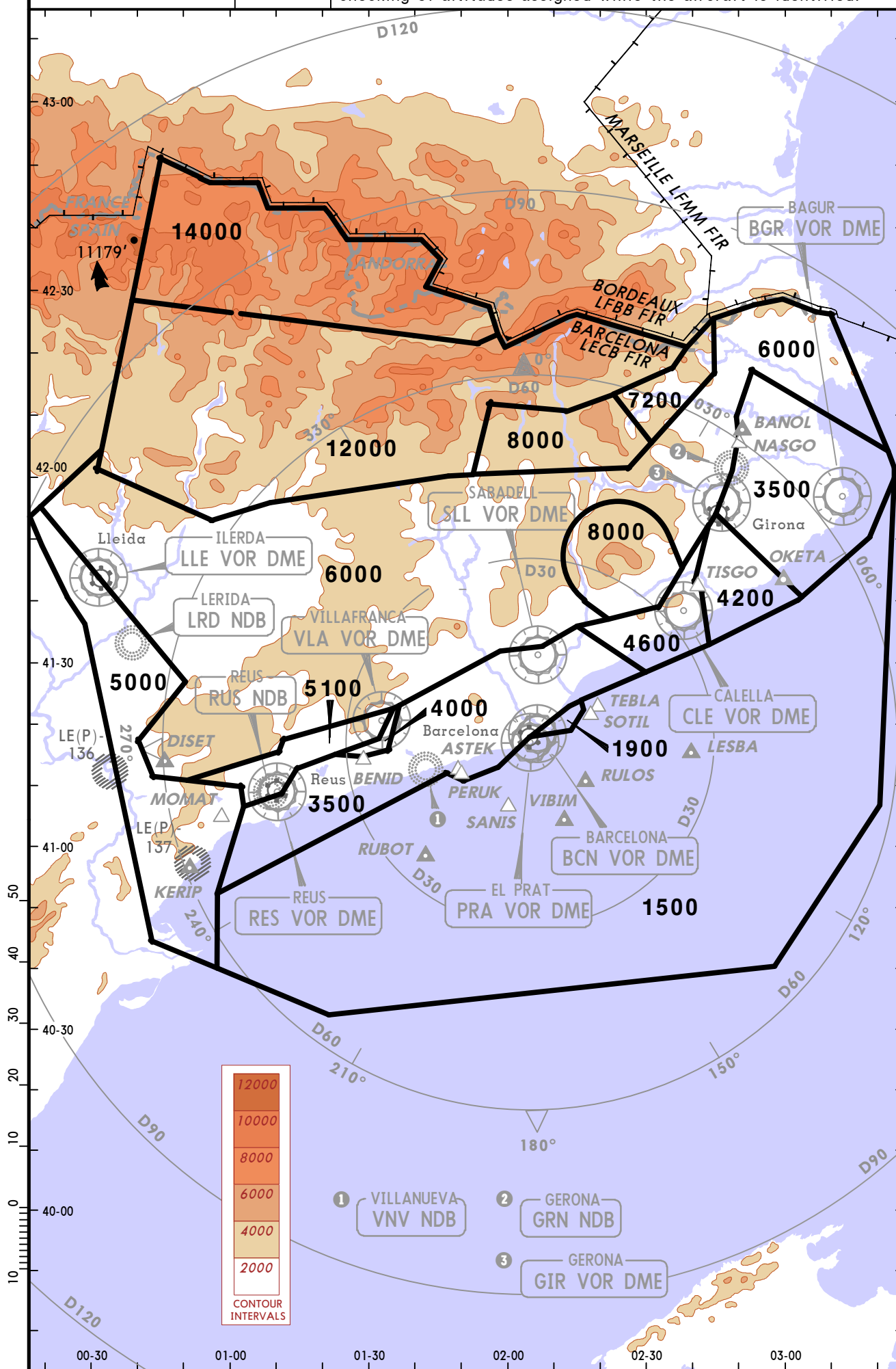
In order to reduce delays and to increase the total aerodrome capacity, departures will usually be carried out from RWY 25R intersection Z or Y or from RWY 07L intersection W or V.

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

BARCELONA Approach (R)
119.1Apt Elev
14'

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

1. The published minimum altitudes integrate no correction for low temperatures. 2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.



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

D-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)

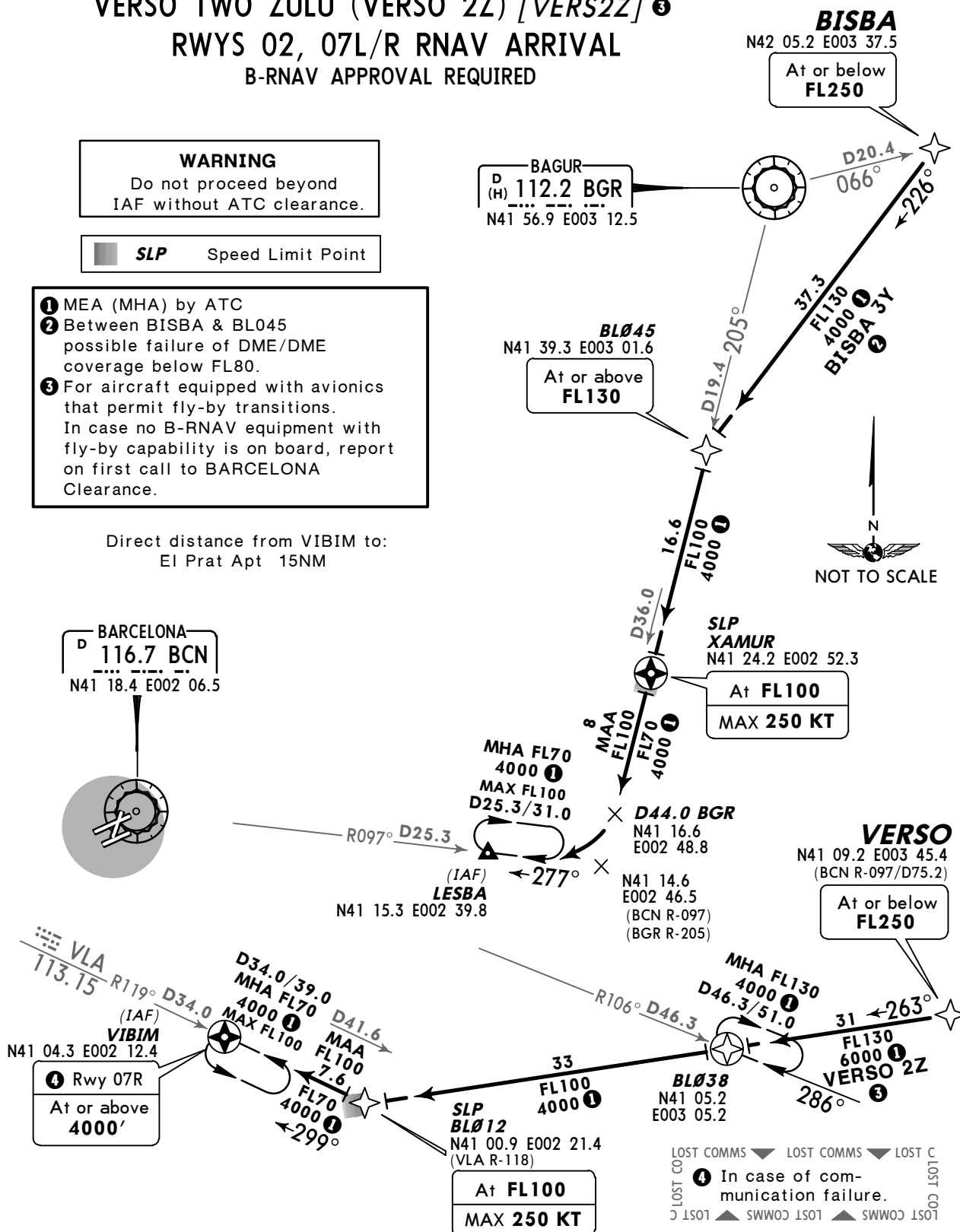
P-RNAV APPROVAL REQUIRED

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 (④ RWY 07R: 4000'+).

CHANGES: Speed restriction at VIBIM withdrawn; D-ATIS. © JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

D-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

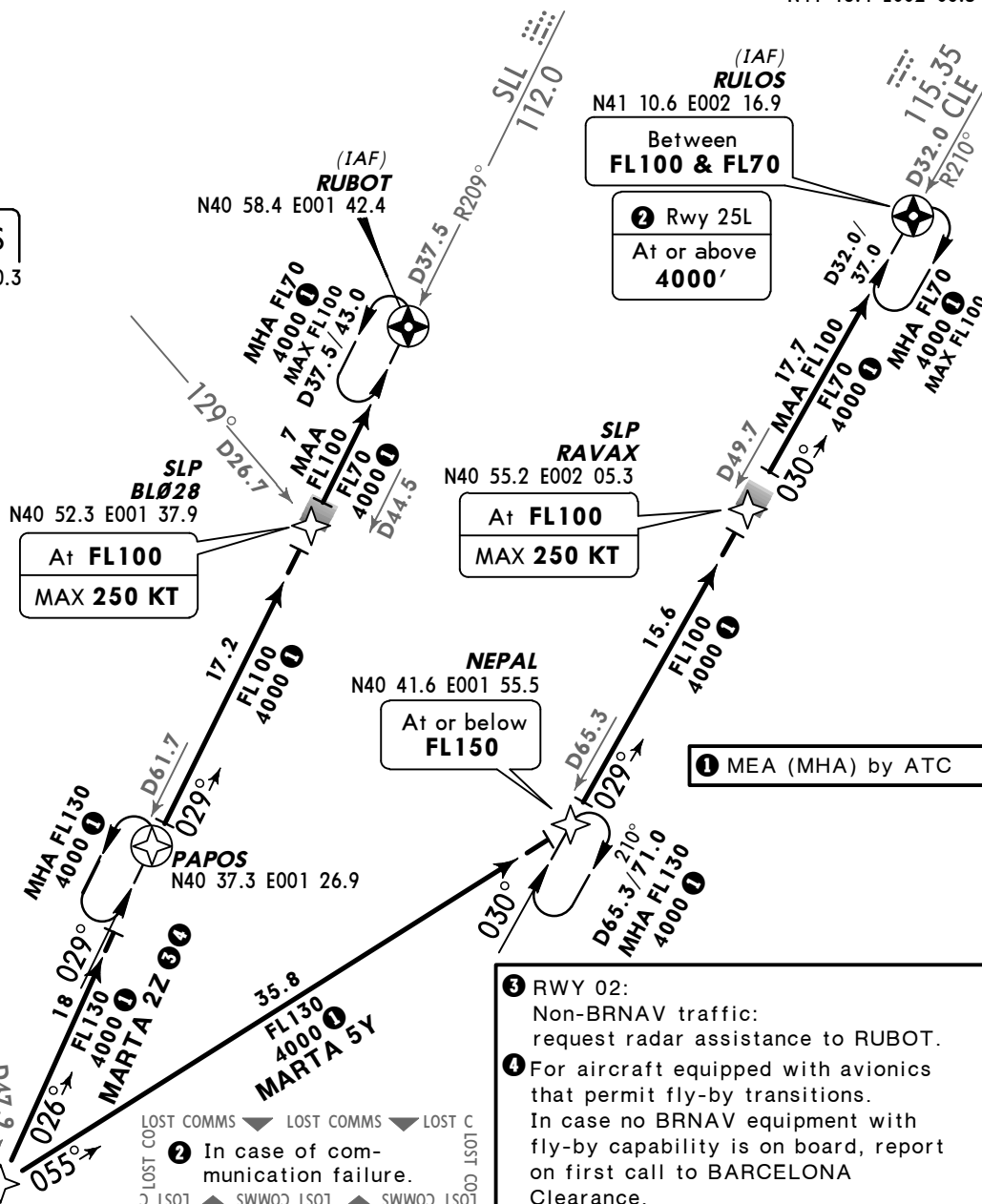
B-RNAV APPROVAL REQUIRED

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

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

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

P-RNAV APPROVAL REQUIRED

ASPE 3Y

Do not proceed beyond IAF without ATC clearance.

CASCADE

D_(H) 114.2 RES

 441 09.0 E001 10.3

4 E000 15.9

At or above
FL130

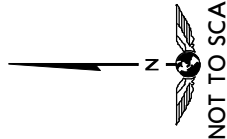
A+ FL100
MAX 250 KT

075°→

FL130

004

NOT TO SCALE

D-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 REQUIREDSABADELL
D 112.0 SLL
(H)
N41 31.2 E002 06.6**WARNING**Do not proceed beyond
IAF without ATC clearance.Direct distance from RUBOT to:
El Prat Apt 26NM**ROUTING**

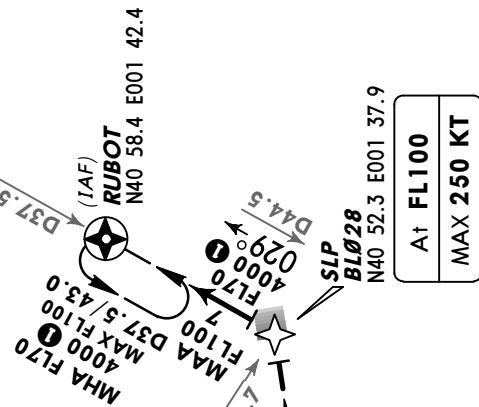
MATEX (FL250-) - BL028 (FL100; K250-) - RUBOT.

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 10.365
FL130
5000At FL100
MAX 250 KT

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

175°

D51.0

11.8

FL150

PUMAL 2N

BERGA

N42 10.3 E002 01.9

D39.2

14.2

FL130

FL100

MHA FL130

FL100

D25.0/30.0

KOSIT

N41 56.1 E002 03.6

D

25

FL100

6000

R355°

MHA FL100

MAX FL130

5000

R051°

D11.0 SLL

At or above
FL90

16

D34.0

299°

MHA FL70

4000

MAX FL100

D34.0/39.0

299°

MHA FL100

MAX FL130

5000

R051°

D11.0 SLL

At or above
FL90

16

D34.0

299°

MHA FL70

4000

MAX FL100

D34.0/39.0

299°

MHA FL100

MAX FL130

5000

R051°

D11.0 SLL

At or above
FL90

16

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

N42 27.1 E002 49.9

At or below
FL250

185°

D

31.3

FL150

FL80

ALBER 1N

R005°

MHA FL150

FL80

231°

D

39

FL100

FL80

GERONA

D

114.1

GIR

N41 55.9 E002 46.3

D

112.0

SLL

N41 31.2 E002 06.6

At FL100

MAX 250 KT

D

112.0

SLL

N41 31.2 E002 06.6

At FL100

MAX 250 KT

D

112.0

SLL

N41 31.2 E002 06.6

At FL100

MAX 250 KT

D

112.0

SLL

N41 31.2 E002 06.6

At FL100

MAX 250 KT

D

112.0

SLL

N41 31.2 E002 06.6

At FL100

MAX 250 KT

D

112.0

SLL

N41 31.2 E002 06.6

At FL100

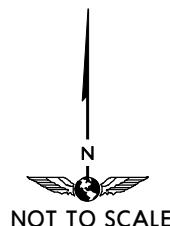
MAX 250 KT

D

112.0

SLL

N41 31.2 E002 06.6

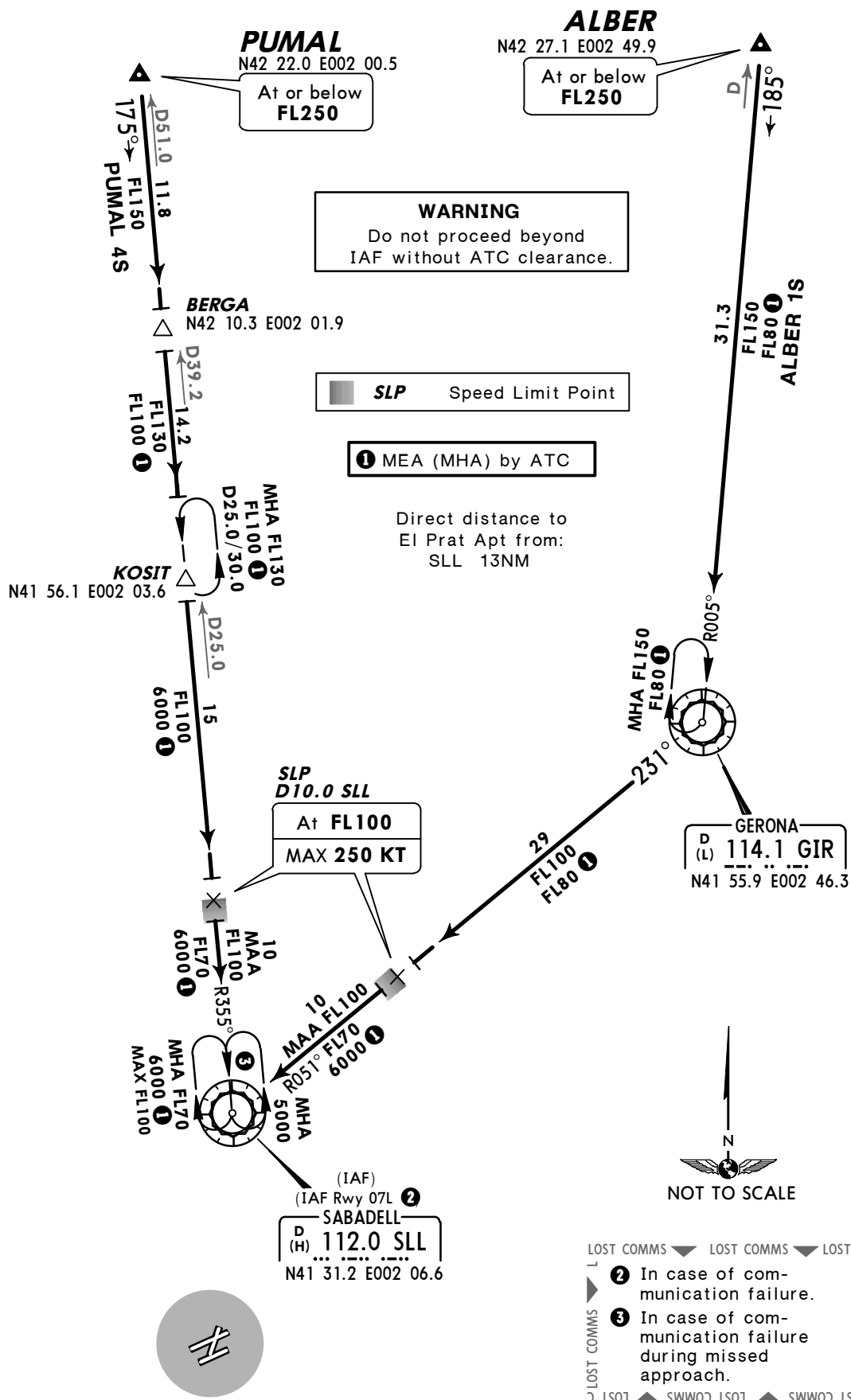
Direct distance to
El Prat Apt from:
VIBIM 15NM

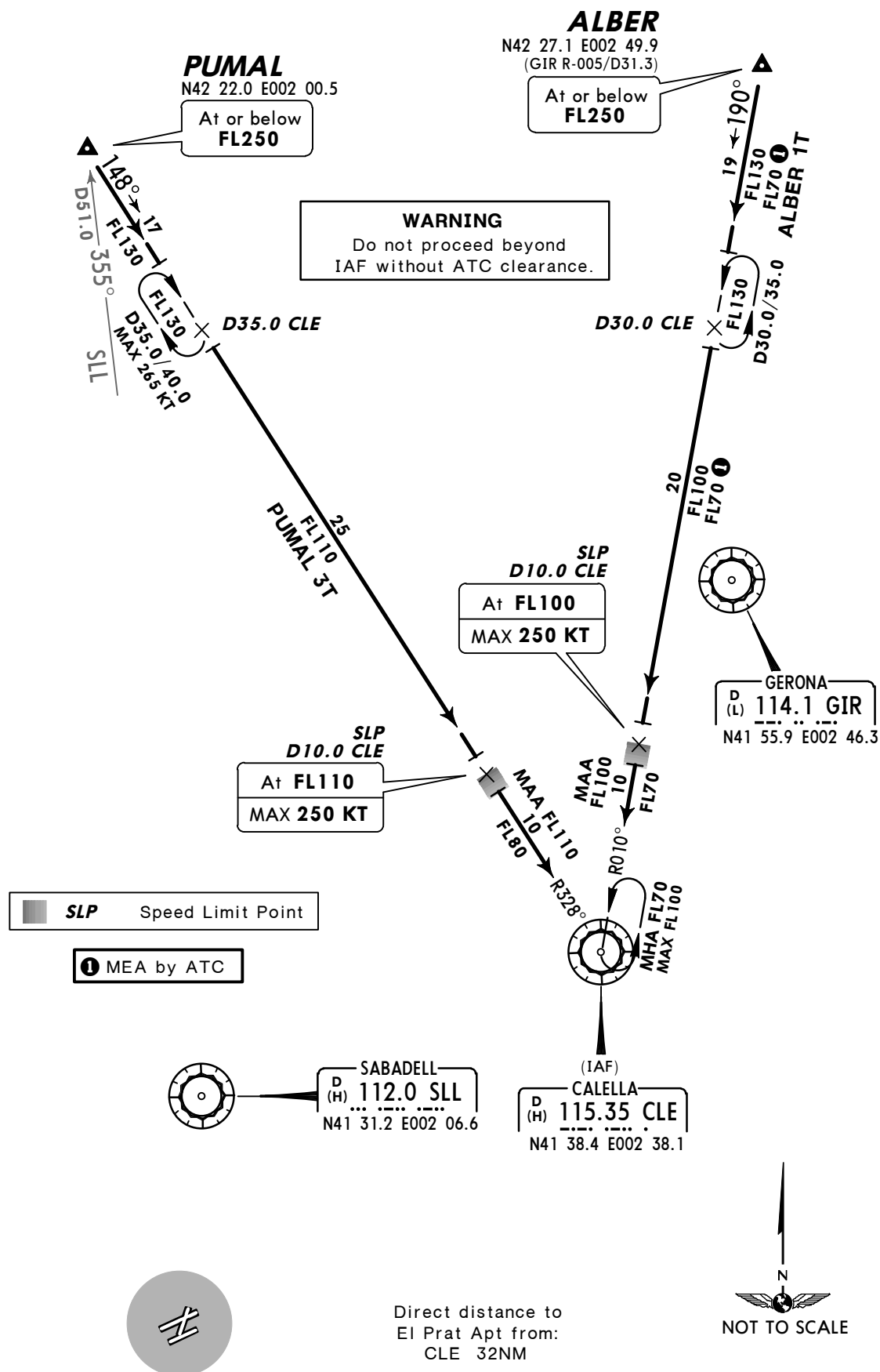
① MEA (MHA) by ATC

SLP Speed Limit Point

WARNINGDo not proceed beyond
IAF without ATC clearance.

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

D-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

D-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

D-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
FL130
FL100 ①MHA FL130
D25.0/30.0
KOSIT
N41 56.1 E002 03.6D25.0
R355°
FL110
FL90 ①

RONAL

N41 45.7 E001 54.7

D30.0
20
FL100
6000 ①SLP
D10.0 VLA

MAX 250 KT

10
FL100
6000 ①107°
MHA FL70
6000 ①
MAX FL100

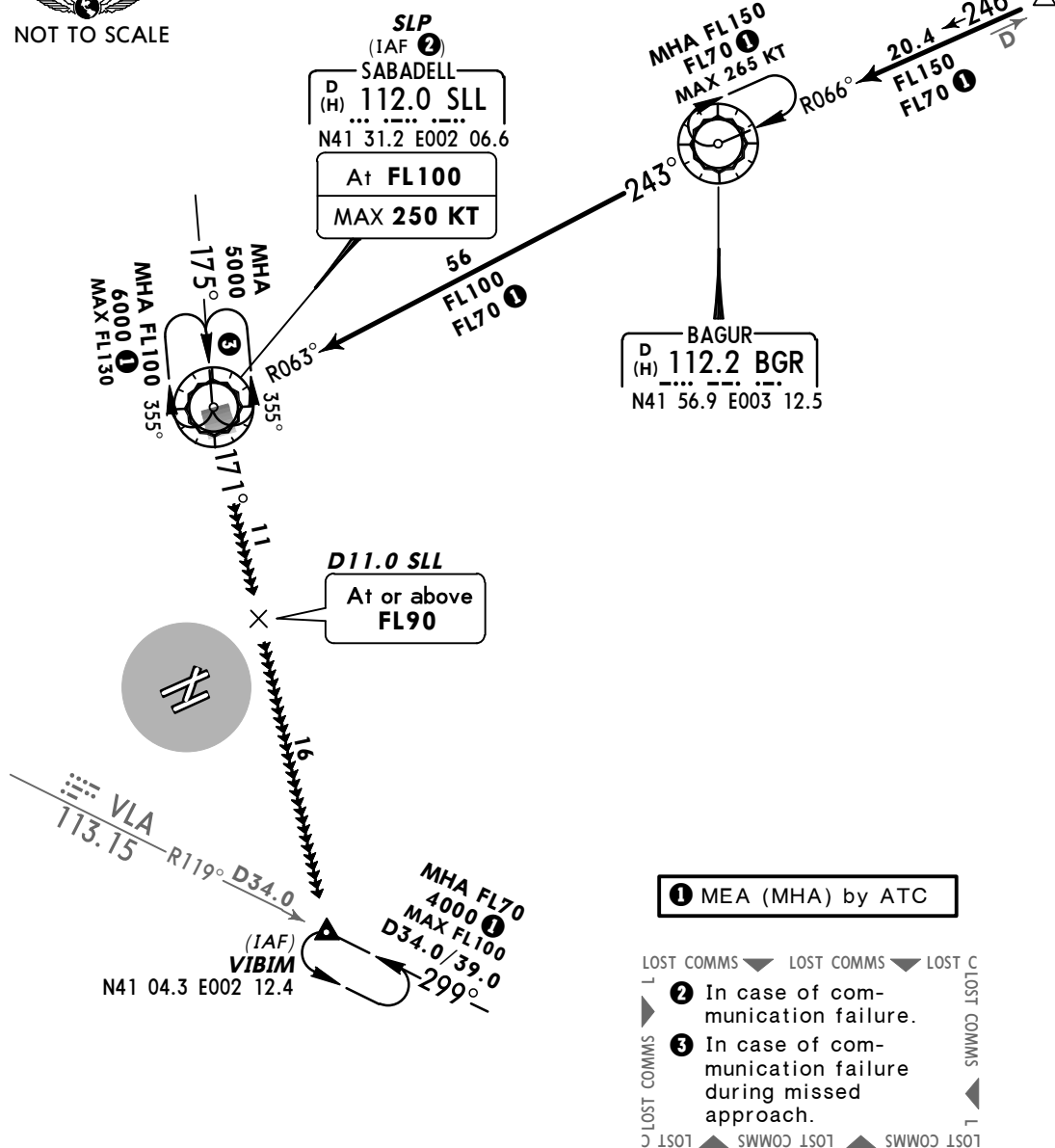
(IAF)

VILLAFRANCA
D (H) 113.15 VLA
N41 20.6 E001 32.9SABADELL
D (H) 112.0 SLL
N41 31.2 E002 06.6Direct distance to
El Prat Apt from:
VLA 24NM

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

SLP Speed Limit Point

WARNING

Do not proceed beyond
IAF without ATC clearance.**BISBA**
N42 05.2 E003 37.5At or below
FL270Direct distance to
El Prat Apt from:
VIBIM 15NM

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

 SLP Speed Limit Point

Do not proceed beyond
IAF without ATC clearance.



BISBA
N42 05.2 E003 37.5
At or below
FL270

NEMUM
N42 00.6
E003 23.6

MHA FL150
FL70 ①
MAX 265 KT

SLP
D10.0 SLL

At FL100

MAX 250 K

The diagram shows the SABADELL VOR/DME station located 112.0 SLL (Statute Miles) from the runway. The station is marked with a 'D' in a circle, indicating it is a DME station. The runway is labeled 'IAF (IAF Rwy 07L)'. The station's frequency is 112.0 SLL. The diagram also shows the station's location relative to the runway and various flight paths, including the 175° and 355° headings. The station is located 112.0 SLL from the runway. The station's frequency is 112.0 SLL. The diagram also shows the station's location relative to the runway and various flight paths, including the 175° and 355° headings.

BAGUR
 D
 (H) 112.2 BGR
 N41 56.9 E003 12.5

1 MEA (MHA) by ATC

Direct distance to
El Prat Apt from:
SLL 13NM

- ❶ In case of communication failure.
- ❷ In case of communication failure during missed approach.

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

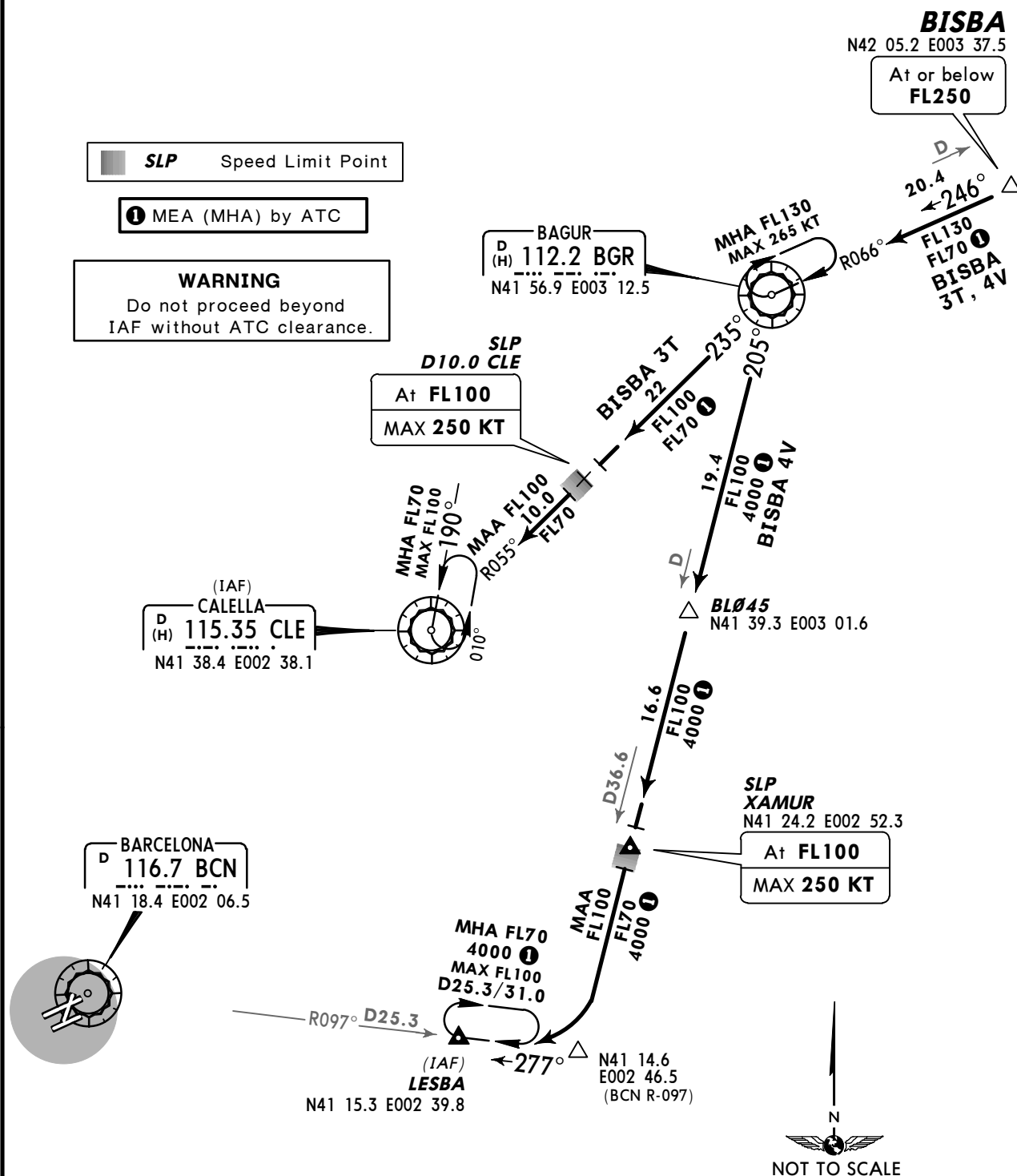
BISBA THREE TANGO (BISBA 3T) [BISB3T]
BISBA FOUR VICTOR (BISBA 4V) [BISB4V]
RWYS 25L/R ARRIVALS
BY ATC

■ SLP Speed Limit Point

① MEA (MHA) by ATC

WARNING

Do not proceed beyond
IAF without ATC clearance.



WARNING
 Do not proceed beyond
 IAF without ATC clearance.

SLP Speed Limit Point

CALELLA
 D 115.35 CLE
 (H) N41 38.4 E002 38.1

SABADELL
 (IAF 2)
 D 112.0 SLL
 (H) N41 31.2 E002 06.6

At FL100
 MAX 250KT

MHA 5000
 MHA FL100
 6000 1
 MAX FL130

Direct distance to
 El Prat Apt from:
 SLL 13NM
 VIBIM 15NM

1 MEA (MHA) by ATC

D11.0 SLL
 At or above
 FL90

BARCELONA
 D 116.7 BCN
 (H) N41 18.4 E002 06.5

VLA
 113.15 R119° D34.0
 (IAF) VIBIM
 N41 04.3 E002 12.4

MHA FL70
 4000 1
 MAX FL100
 D34.0/39.0
 299°

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

SWW03 LSOT SWW03 LSOT SWW03 LSOT

BCN
 097°
 D75.2
 300°

VERSO
 N41 09.2 E003 45.4
 At or below
 FL250

NOT TO SCALE

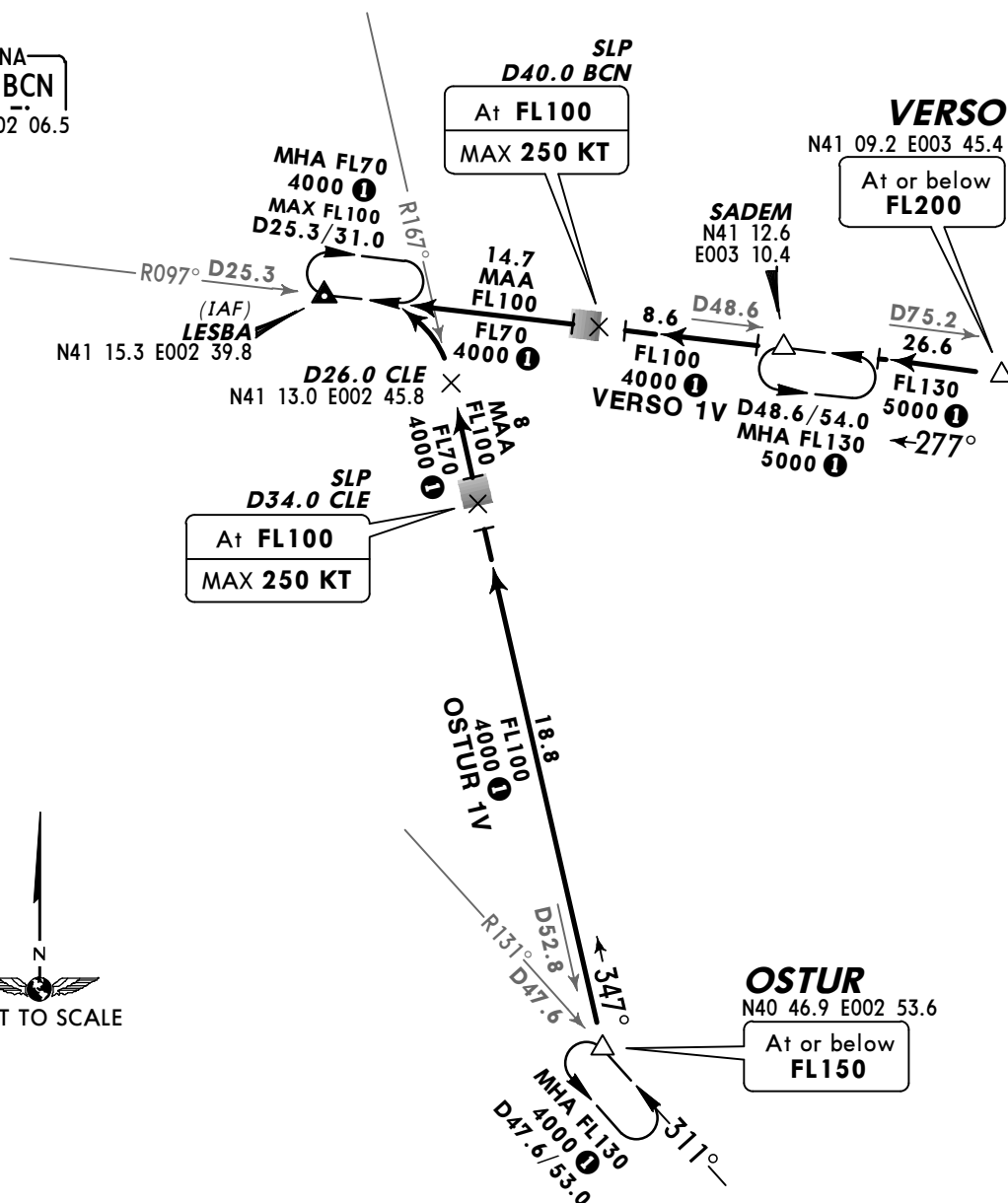
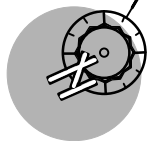
© JEPPESEN, 2013, 2014. ALL RIGHTS RESERVED.

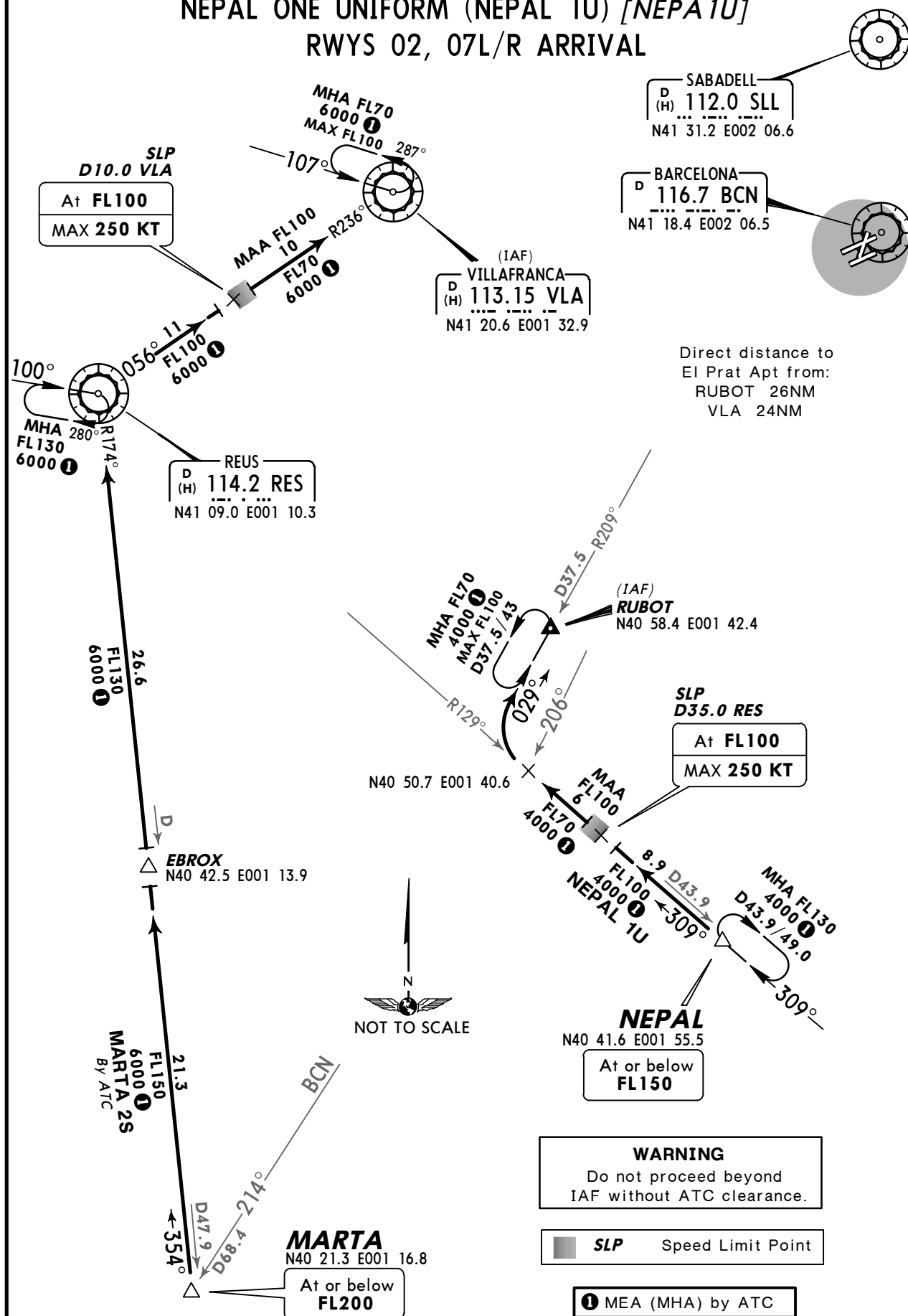
D-ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'OSTUR ONE VICTOR (OSTUR 1V) [OSTU1V]
VERSO ONE VICTOR (VERSO 1V) [VERS1V]
RWYS 25L/R ARRIVALSCALELLA
D (H) 115.35 CLE
N41 38.4 E002 38.1

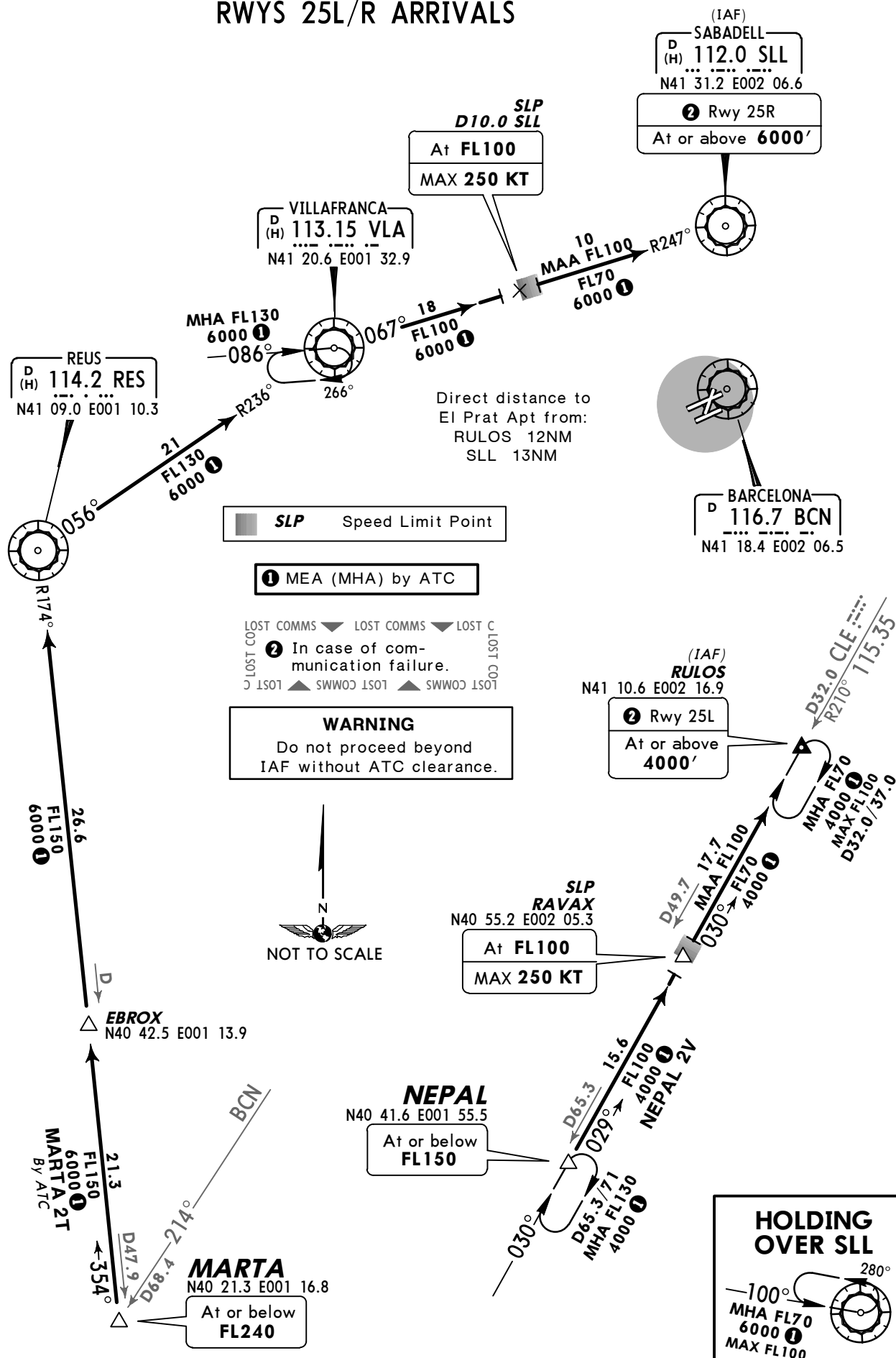
SLP Speed Limit Point

① MEA (MHA) by ATC

WARNING

Do not proceed beyond
IAF without ATC clearance.Direct distance to
El Prat Apt from:
LESBA 27NMBARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

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

D-ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'MARTA TWO TANGO (MARTA 2T) [MART2T]
NEPAL TWO VICTOR (NEPAL 2V) [NEPA2V]
RWYS 25L/R ARRIVALS

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

CASPE
N41 16.1 E000 12.0

At or below
FL280

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D-ATIS
118.65Apt Elev
14'

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

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

WARNING

Do not proceed beyond
IAF without ATC clearance.

Direct distance to
El Prat Apt from:
SLL 13NM

GRAUS

N41 58.7 E000 22.6
(BCN R-298/D87.7)

At or below
FL280



D82.6
110°

35.6
FL150
FL80
GRAUS 4T

D47.0/52.0
MHA FL150
FL80

TIRGO
N41 47.1 E001 07.6

MHA FL150
FL80
D45.0/50.0

37
FL100
6000

SLP
D10.0 SLL

At FL100
MAX 250 KT



D81.7
100°

36.7
FL150
FL80
LOBAR 3T

PEKIS
N41 38.9 E001 07.5

N41 44.9 E000 19.1
(BCN R-289/D84.9)

At or below
FL280

MAA FL100
FL70
6000
MAX FL100

10
FL70
6000

MAA FL100
FL70
6000

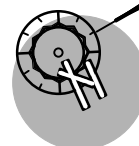
10
FL70
6000

SLP
D10.0 SLL

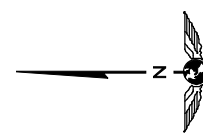
At FL100
MAX 250 KT

SLP Speed Limit Point

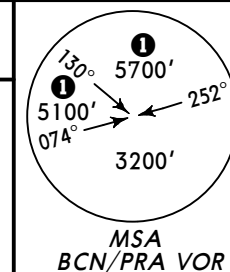
① MEA (MHA) by ATC



BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5



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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

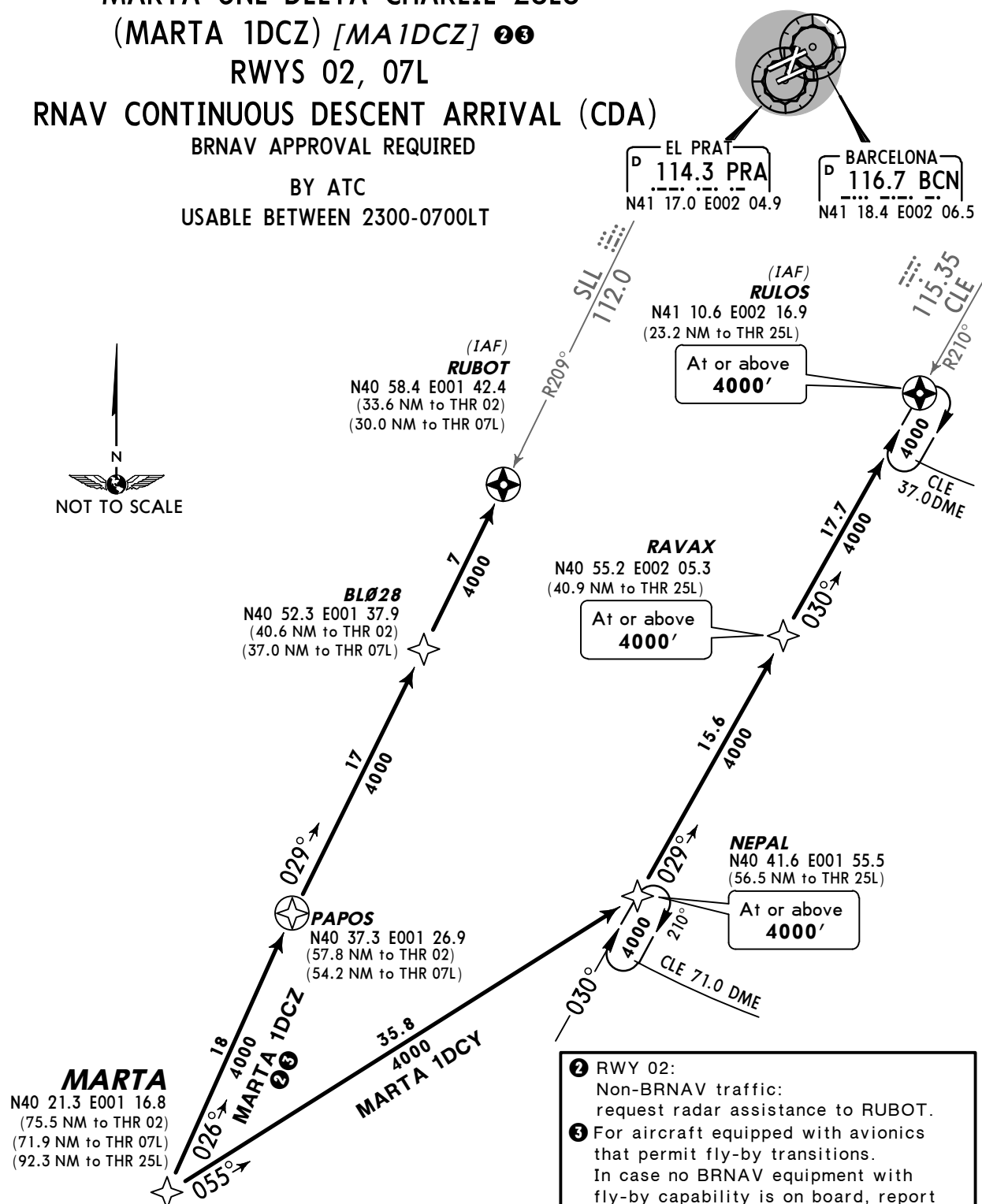
RWYS 02, 07L

RNAV CONTINUOUS DESCENT ARRIVAL (CDA)

BRNAV APPROVAL REQUIRED

BY ATC

USABLE BETWEEN 2300-0700LT

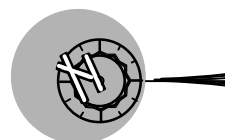


- 2 RWY 02:
Non-BRNAV traffic:
request radar assistance to RUBOT.
- 3 For aircraft equipped with avionics
that permit fly-by transitions.
In case no BRNAV equipment with
fly-by capability is on board, report
on first call to BARCELONA
Clearance.

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

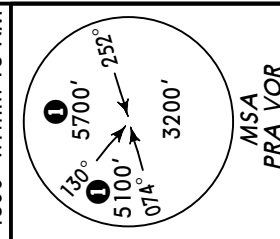
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'CASPE ONE DELTA CHARLIE YANKEE
(CASPE 1DCY) [CA1DCY]
MATEX ONE DELTA CHARLIE YANKEE
(MATEX 1DCY) [MT1DCY]

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'

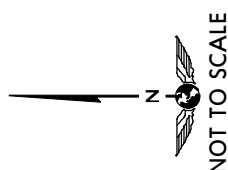
CLE 37.0 DME

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

②

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

108°

R280°

43.8
4000

PRA

TUNDI

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

R220°

RAVAX

N40 55.2 E002 05.3
(40.9 NM to THR 25L)
At or above
4000'24.3
4000

MATEX

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

MATEX 1DCY

61.6
5000

040°

PRA

42.0 DME

24.3
4000At or above
4000'

030°

17.7
4000

CLE 37.0 DME

At or above
4000'

130°

5700'

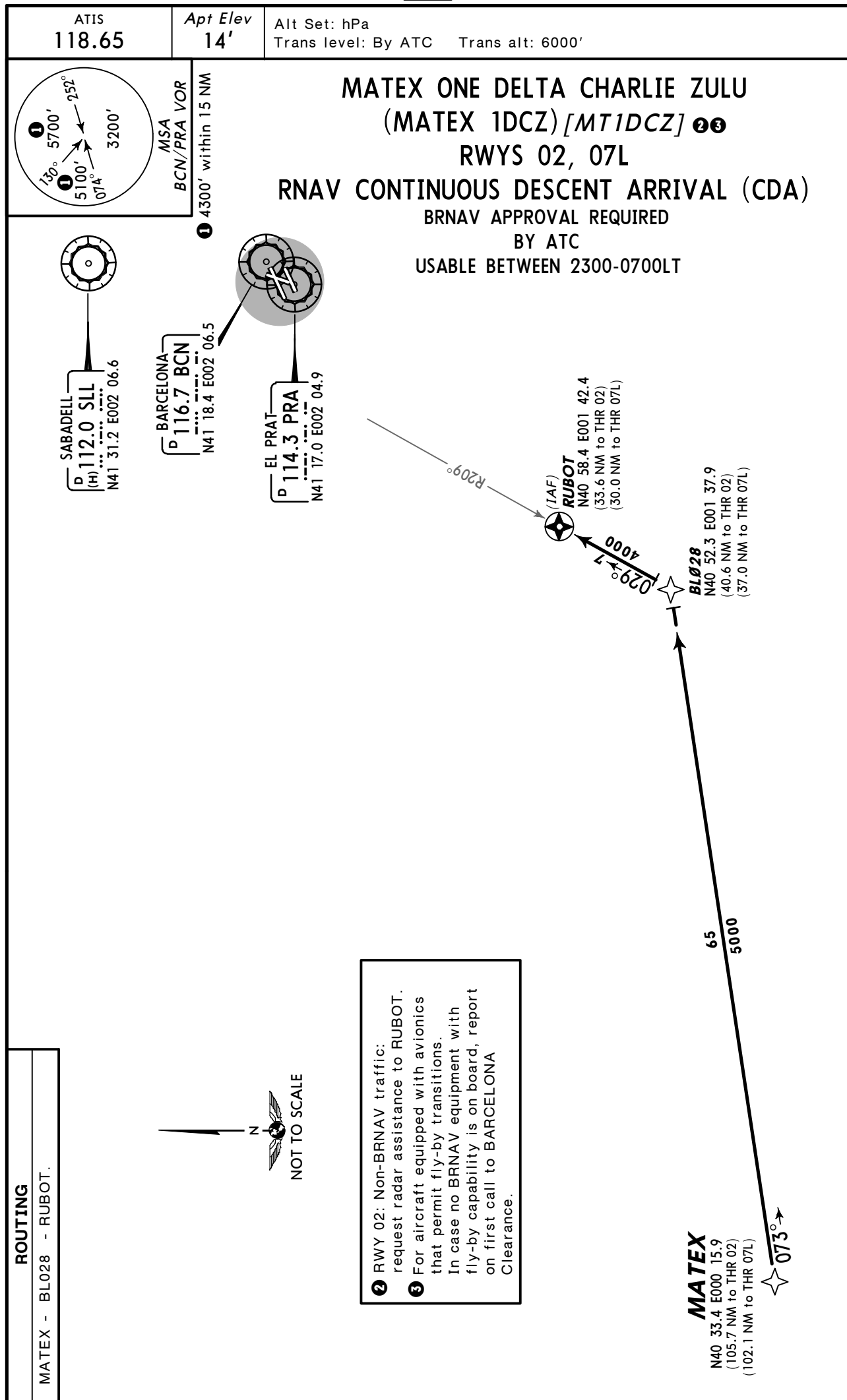
5100'

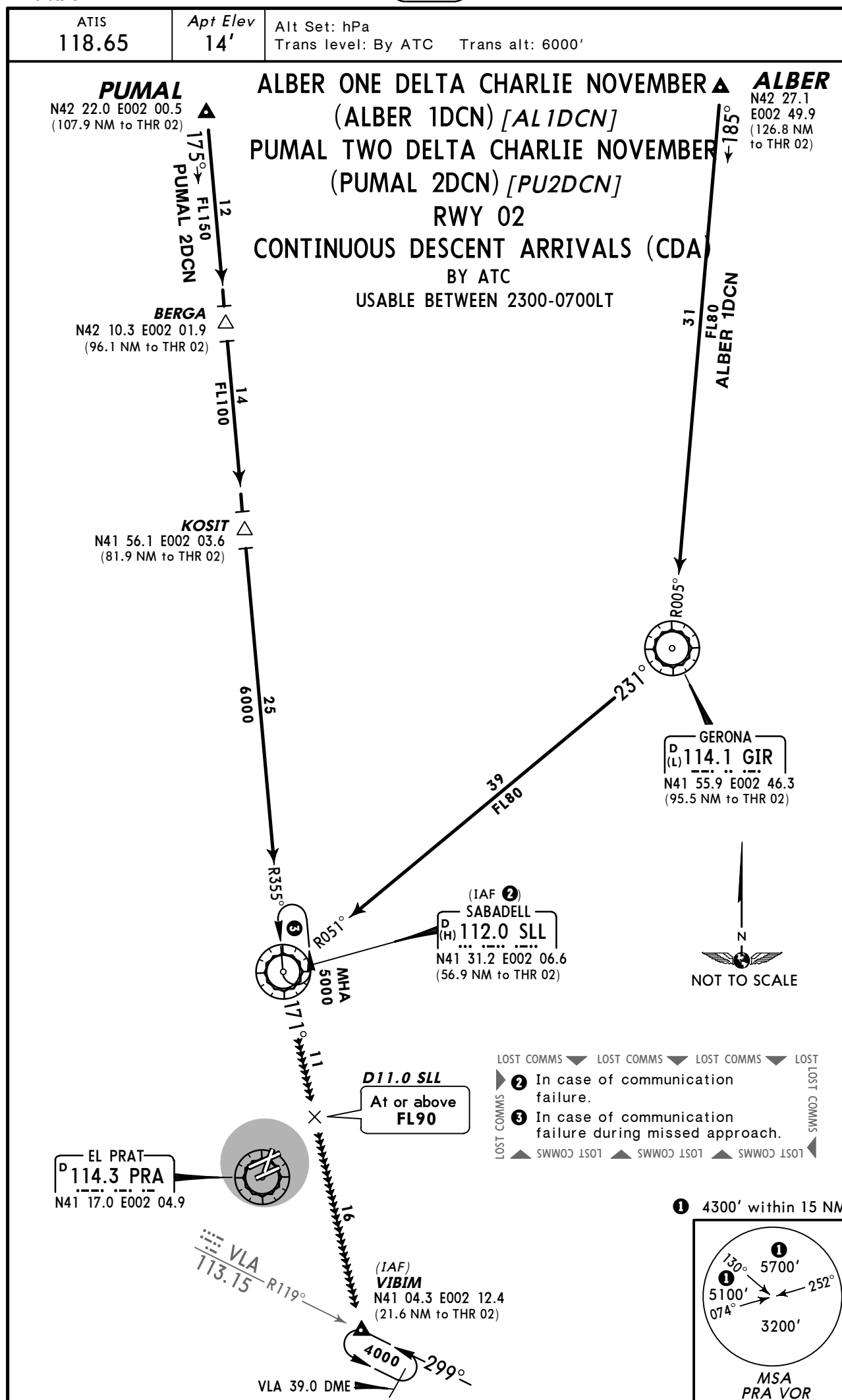
3200'

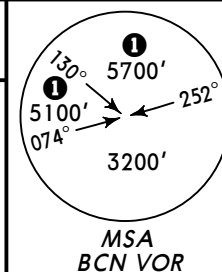
074°

252°

MSA
PRA VOR





ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'① 4300'
within 15 NM

ALBER ONE DELTA CHARLIE SIERRA

(ALBER 1DCS) [AL1DCS]

PUMAL TWO DELTA CHARLIE SIERRA

(PUMAL 2DCS) [PU2DCS]

RWY 07L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

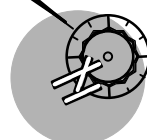
USABLE BETWEEN 2300-0700LT

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

PUMAL 2DCS

175°
FL150
12**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
25MHA
5000

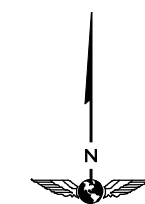
R057°

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5**SABADELL**
D (H) 112.0 SLL
N41 31.2 E002 06.6
(41.2 NM to THR 07L)**ALBER** ▲
N42 27.1 E002 49.9
(111.2 NM to THR 07L)

ALBER 1DCS

185°
FL80
31

231°

FL80
39**GERONA**
D (L) 114.1 GIR
N41 55.9 E002 46.3
(79.8 NM to THR 07L)

NOT TO SCALE

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

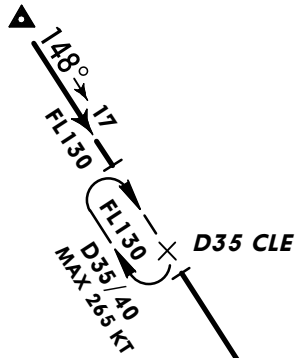
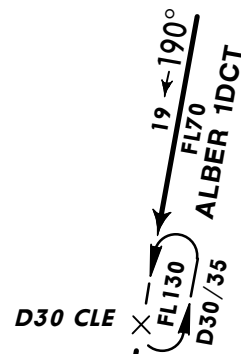
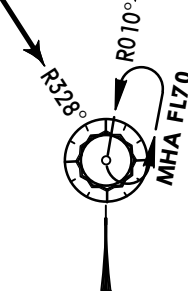
② In case of communication failure.

③ In case of communication failure during missed approach.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

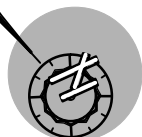
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

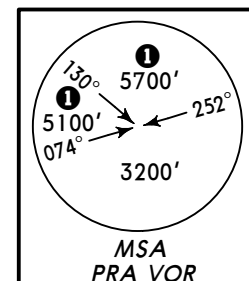
PUMALN42 22.0 E002 00.5
(84.2 NM to THR 25L)PUMAL 1DCT
35
FL110**ALBER**N42 27.1 E002 49.9
(81.8 NM to THR 25L)ALBER 1DCT
30
FL70

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

EL PRAT
P 114.3 PRA
N41 17.0 E002 04.9

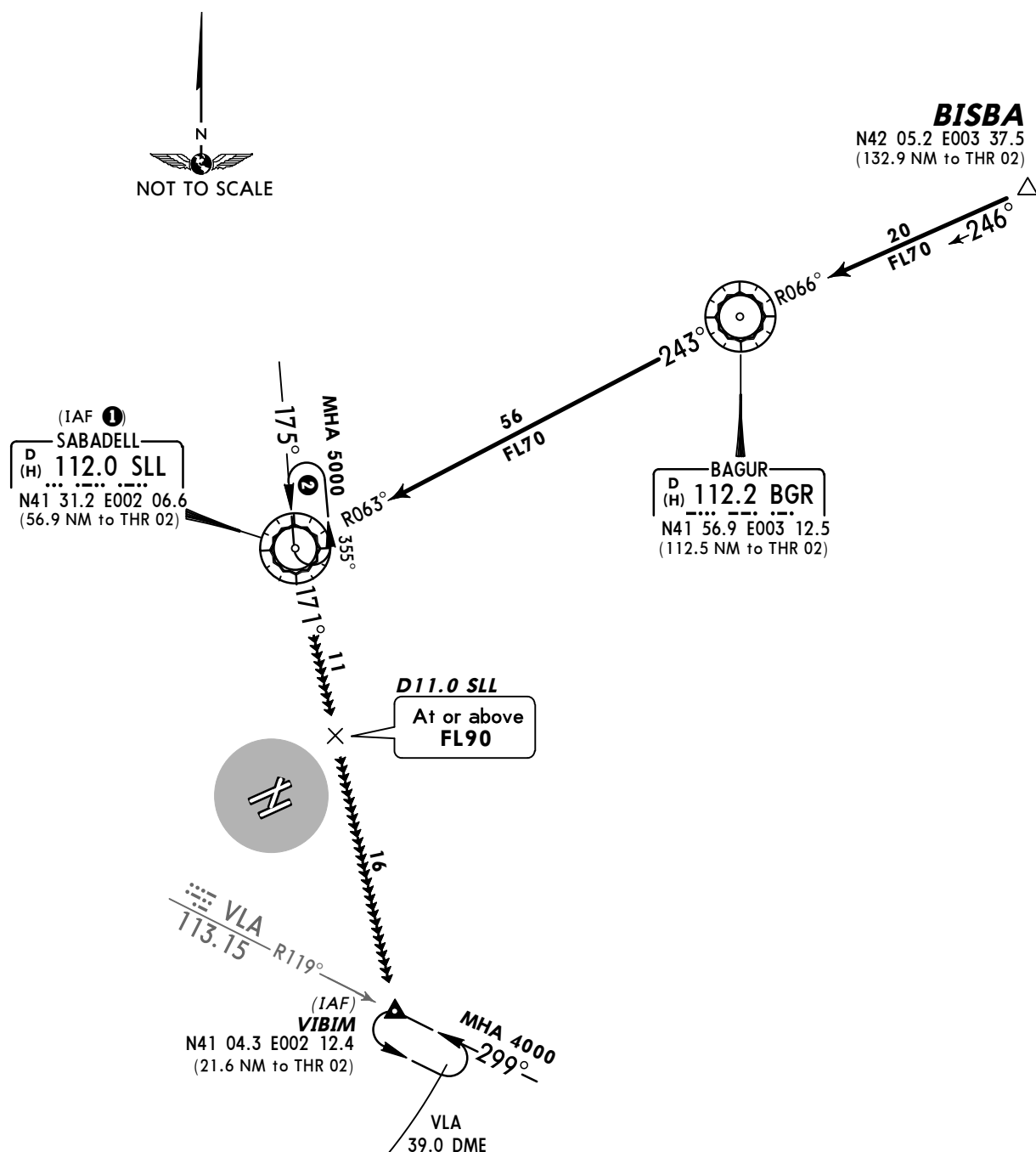


① 4300' within 15 NM



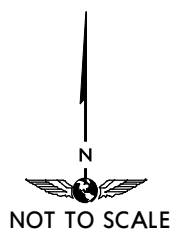
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

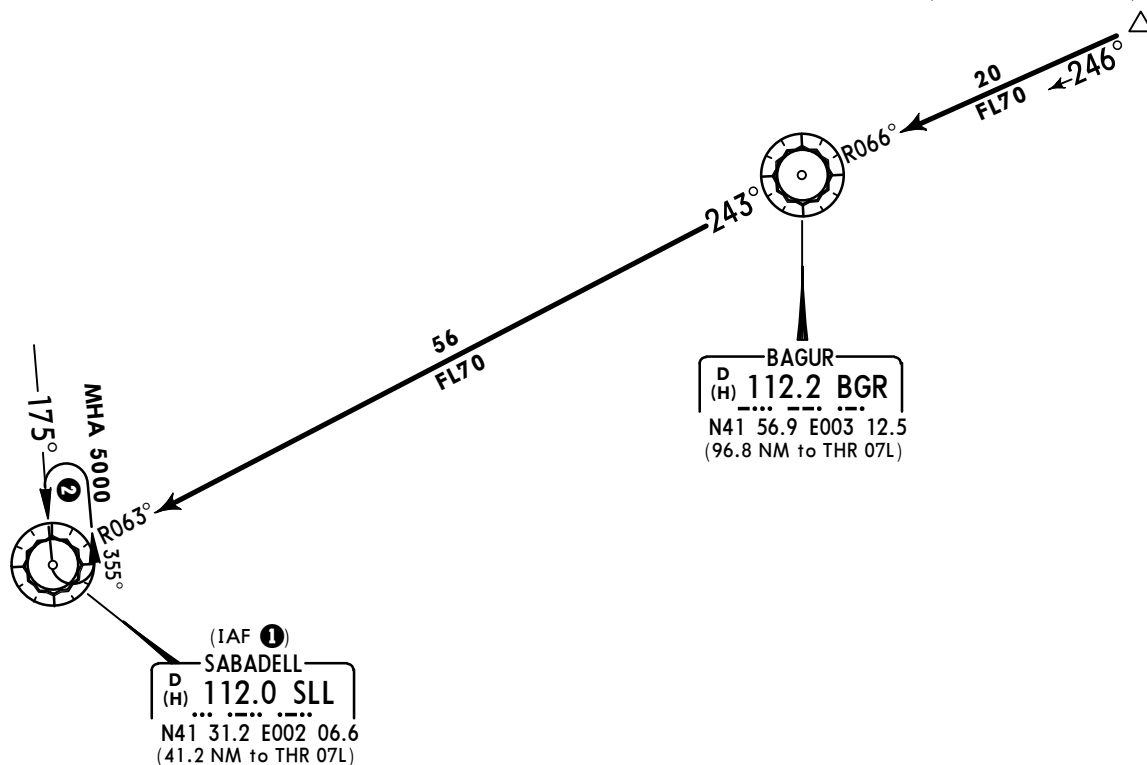


ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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



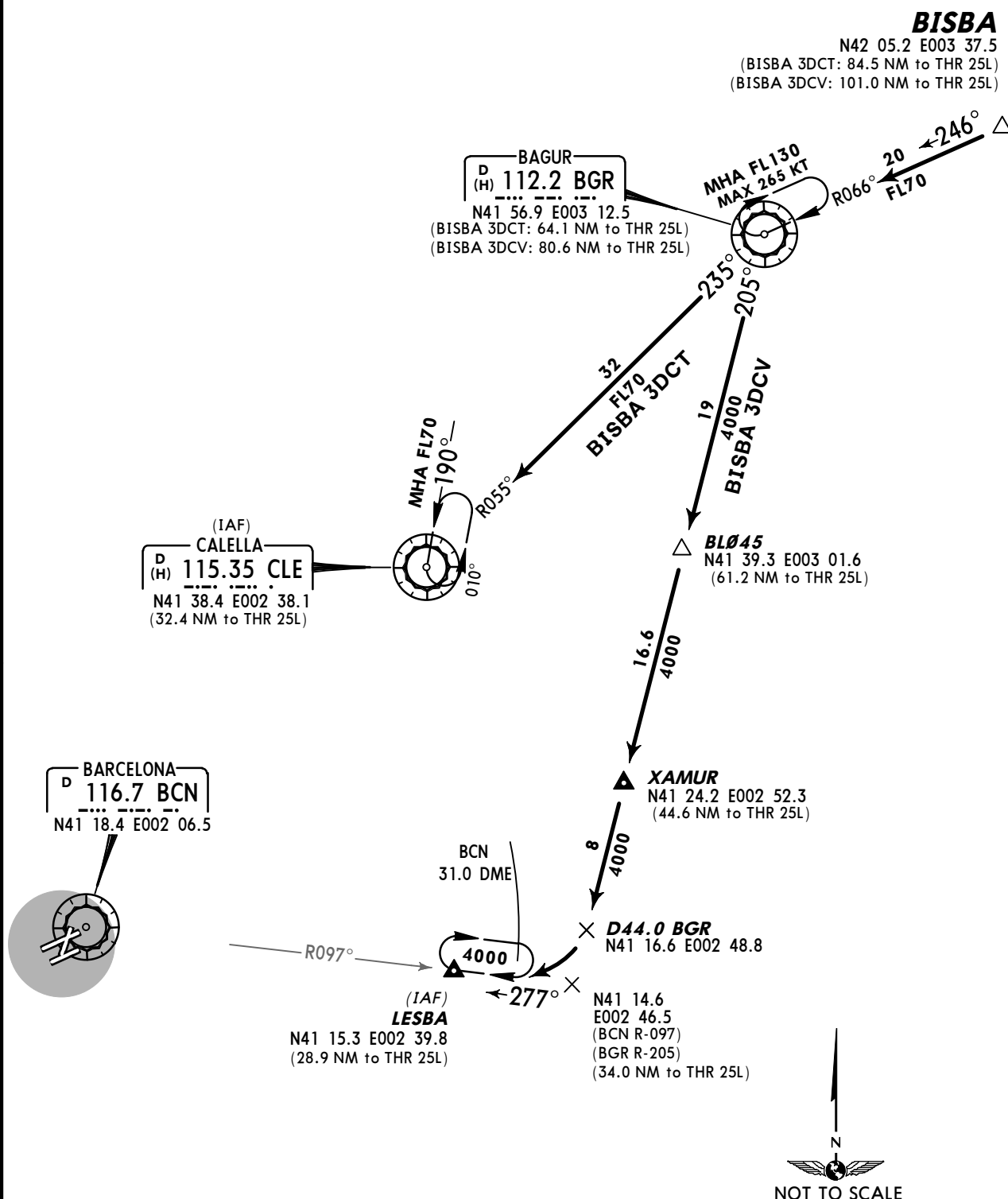
BISBA
N42 05.2 E003 37.5
(117.3 NM to THR 07L)



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 ▲

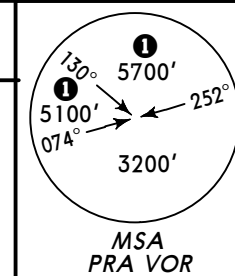
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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



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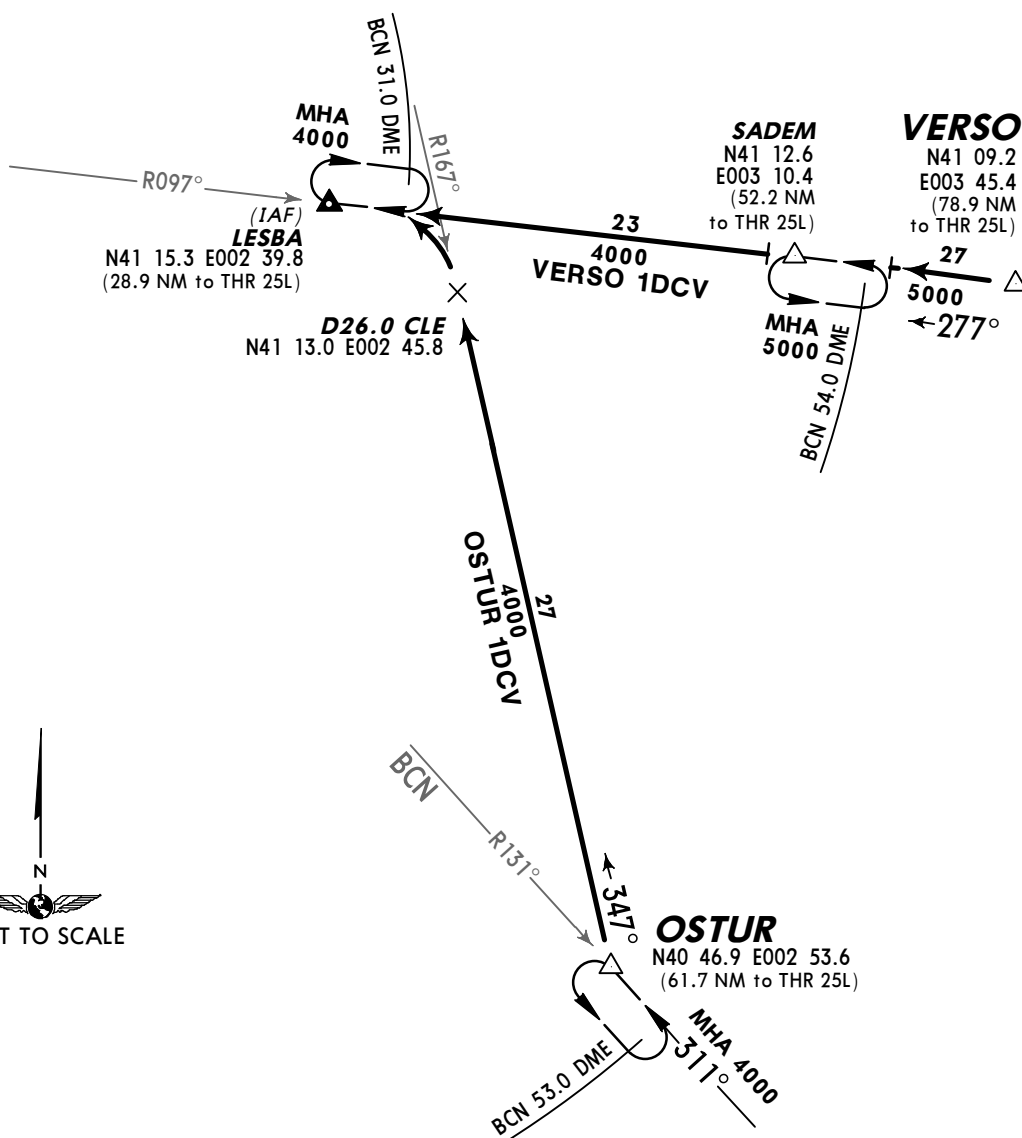
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

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

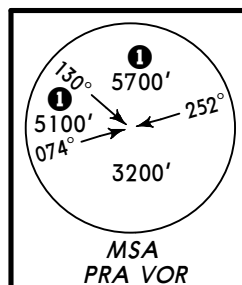
CALELLA
D 115.35 CLE
(L) N41 38.4 E002 38.1



EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9





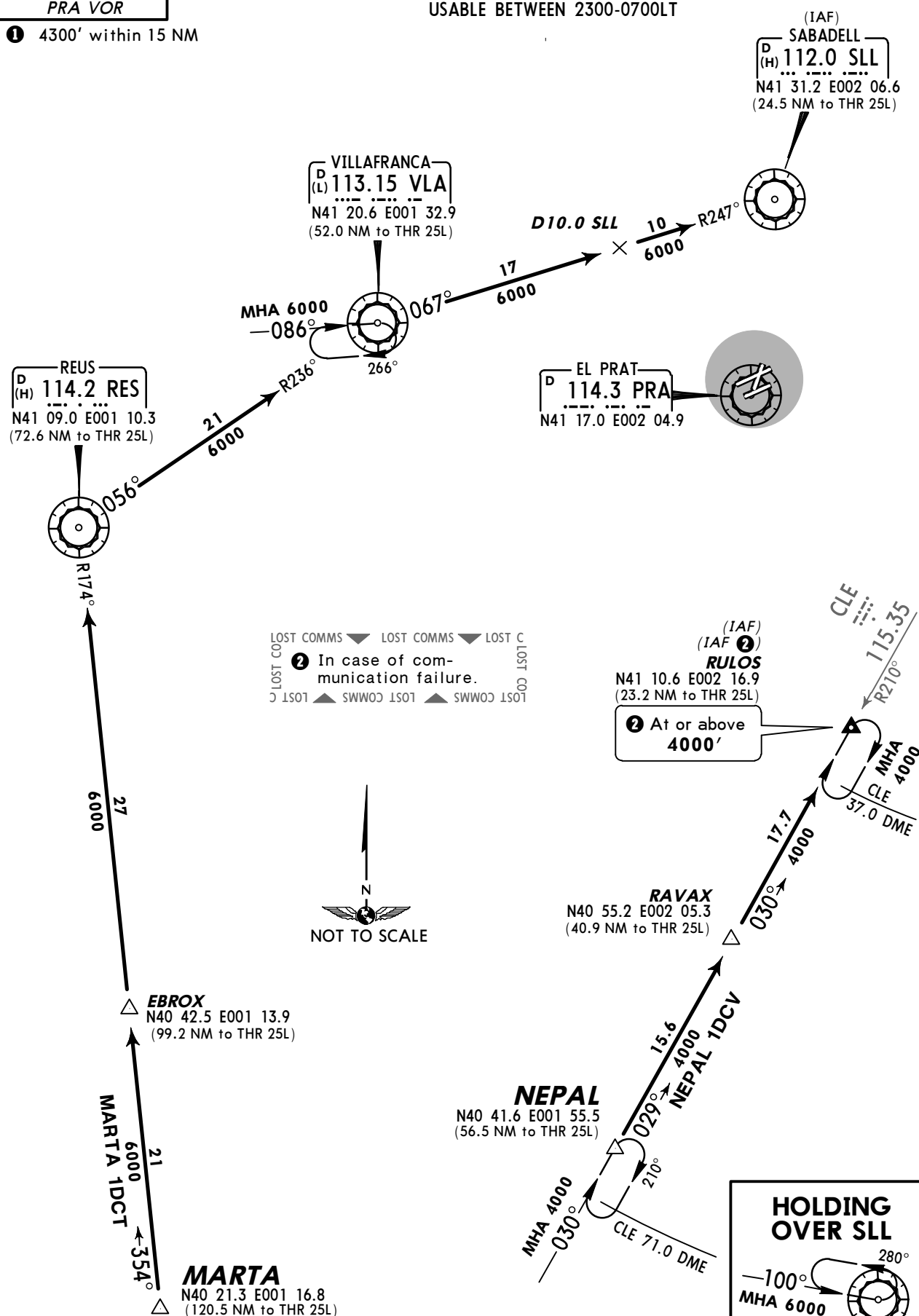
ATIS
118.65Apt Elev
14'Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

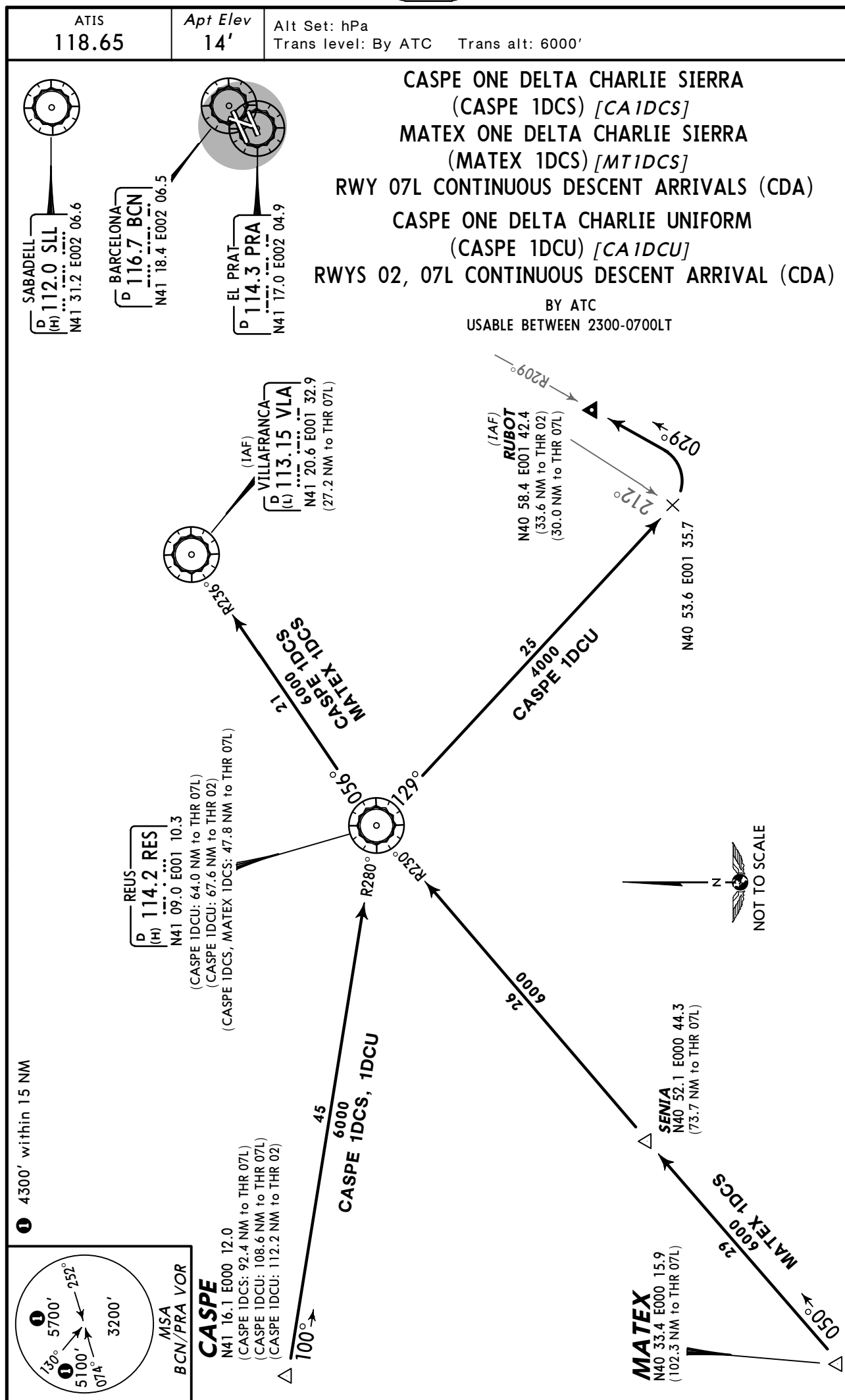
MARTA ONE DELTA CHARLIE TANGO (MARTA 1DCT) [MA1DCT]
NEPAL ONE DELTA CHARLIE VICTOR (NEPAL 1DCV) [NE1DCV]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

① 4300' within 15 NM

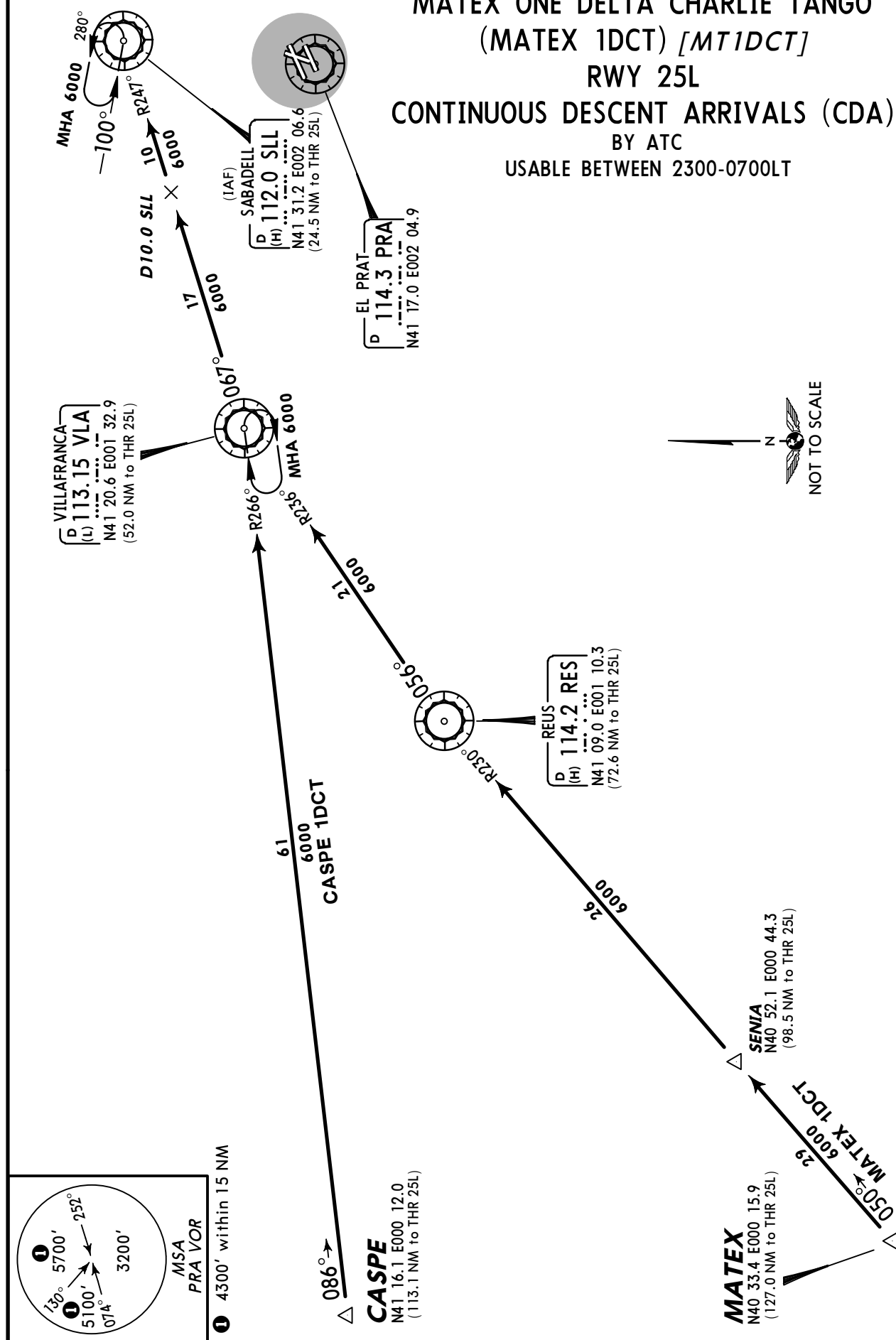


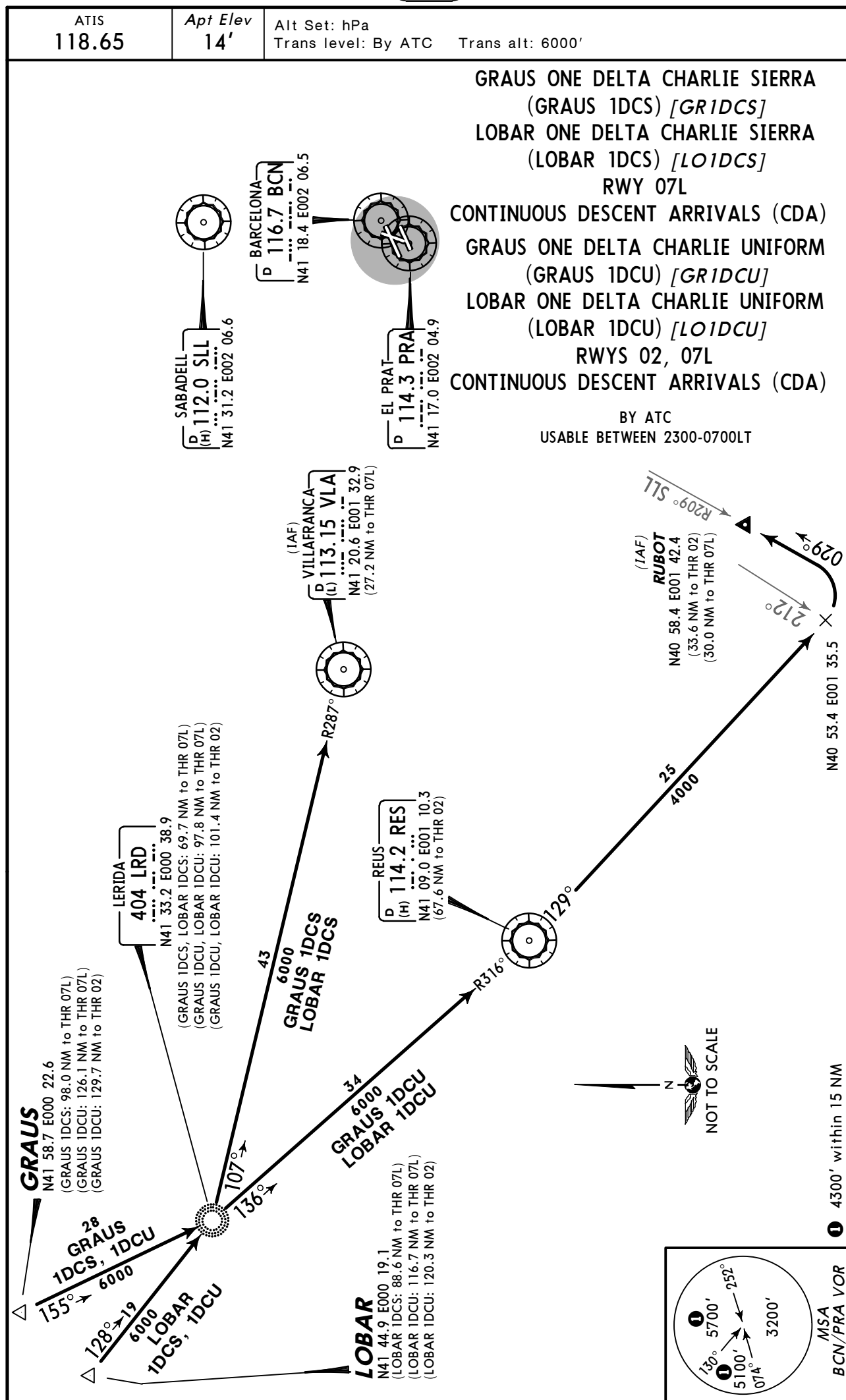


① 4300' within 15 NM

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

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





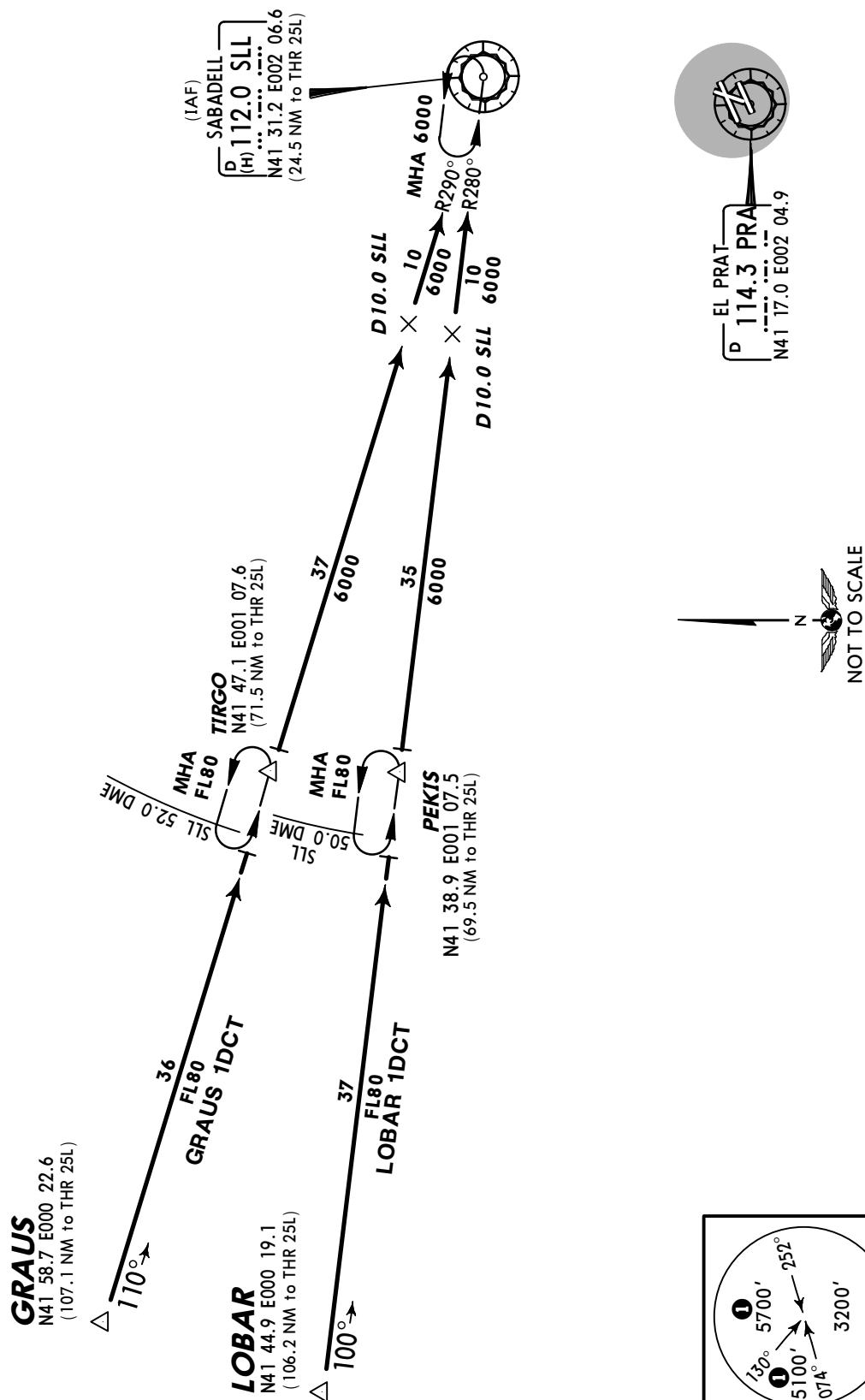
ATIS
118.65Apt Elev
14'

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

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

BY ATC

USABLE BETWEEN 2300-0700LT

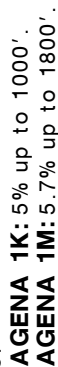


RNAV SID DESIGNATION	REFER TO CHART
AGENA 1K, 1L, 1M	10-3B
AGENA 2P, 3Q	10-3C
AGENA 2R	10-3D
DALIN 1K, 1L, 1M	10-3E
DALIN 2P, 3Q	10-3F
DALIN 2R	10-3G
DUNES 1K, 1L, 1M	10-3H
DUNES 2P, 3Q	10-3J
DUNES 2R	10-3J1
GRAUS 1K, 1L, 1M	10-3J2
GRAUS 2P, 3Q	10-3J3
GRAUS 2R	10-3J4
LARPA 1K, 1L, 1M	10-3J5
LARPA 2P,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

FOR SID DESIGNATION REFER TO PAGE 10-3A

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

3. For runway configuration refer to Airport Briefing pages.



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

INITIAL CLIMB/ROUTING

turn RIGHT, intercept PRA R-078 to BL050

...en to AGENA.

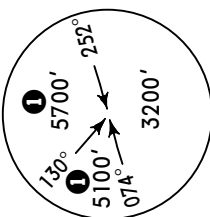
pt PRA R-195 to D2.0 PRA, turn LEFT, intercept A, then to BL050, then to SALON, then to AGENA.

, BCN R-066 to DILUM (D3.0 BCN), then to BL050,

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

Trans level: By ATC Trans alt: 6000'

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

MSA
ARP

1 4300' within 15 NM

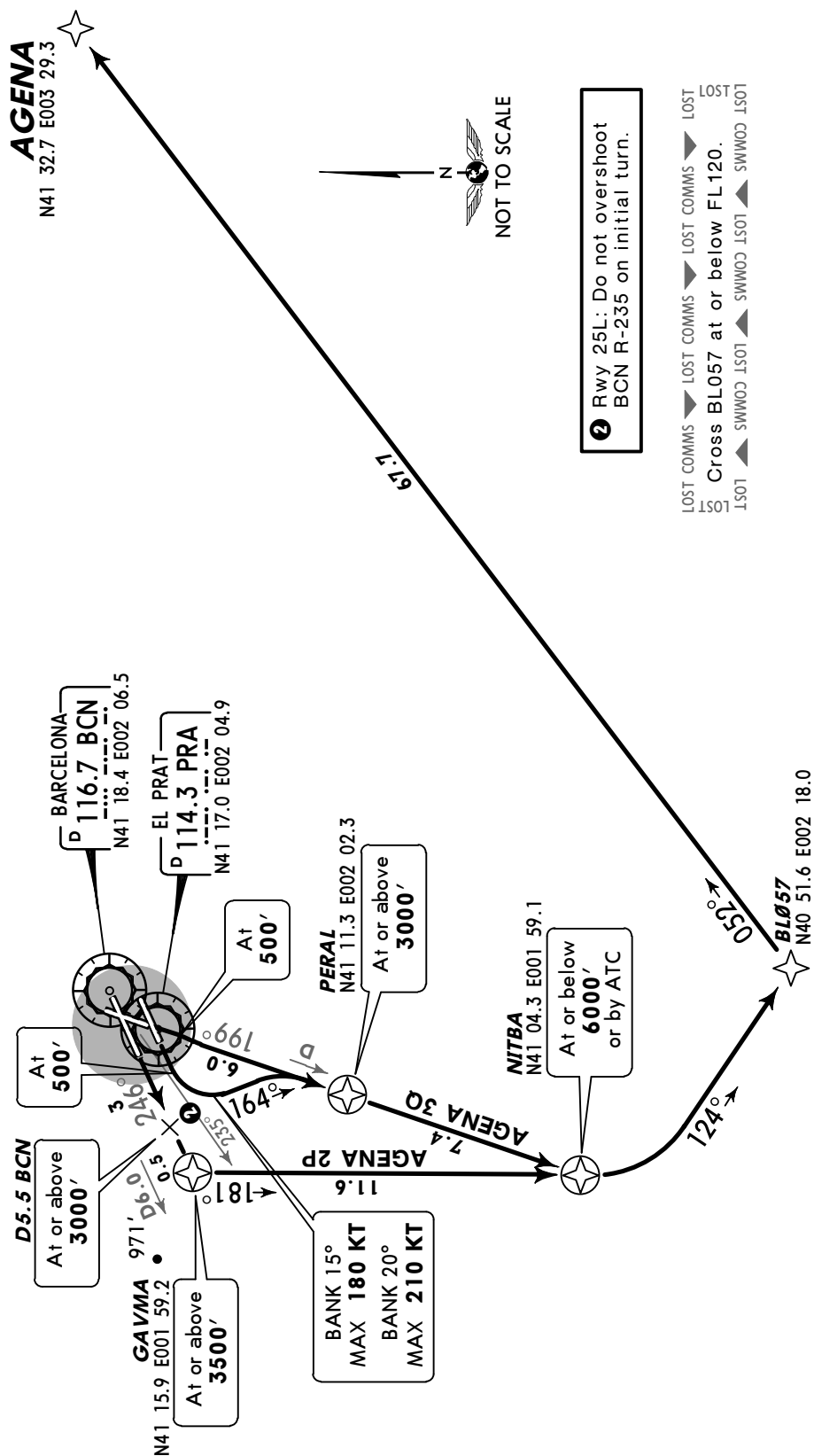
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

SPEED: MAX 250 KT UNTIL FL100

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



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

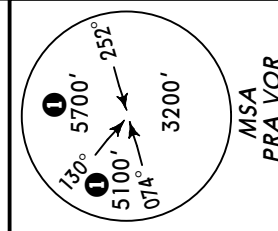
8 Cross BL057 at or below FL120.

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

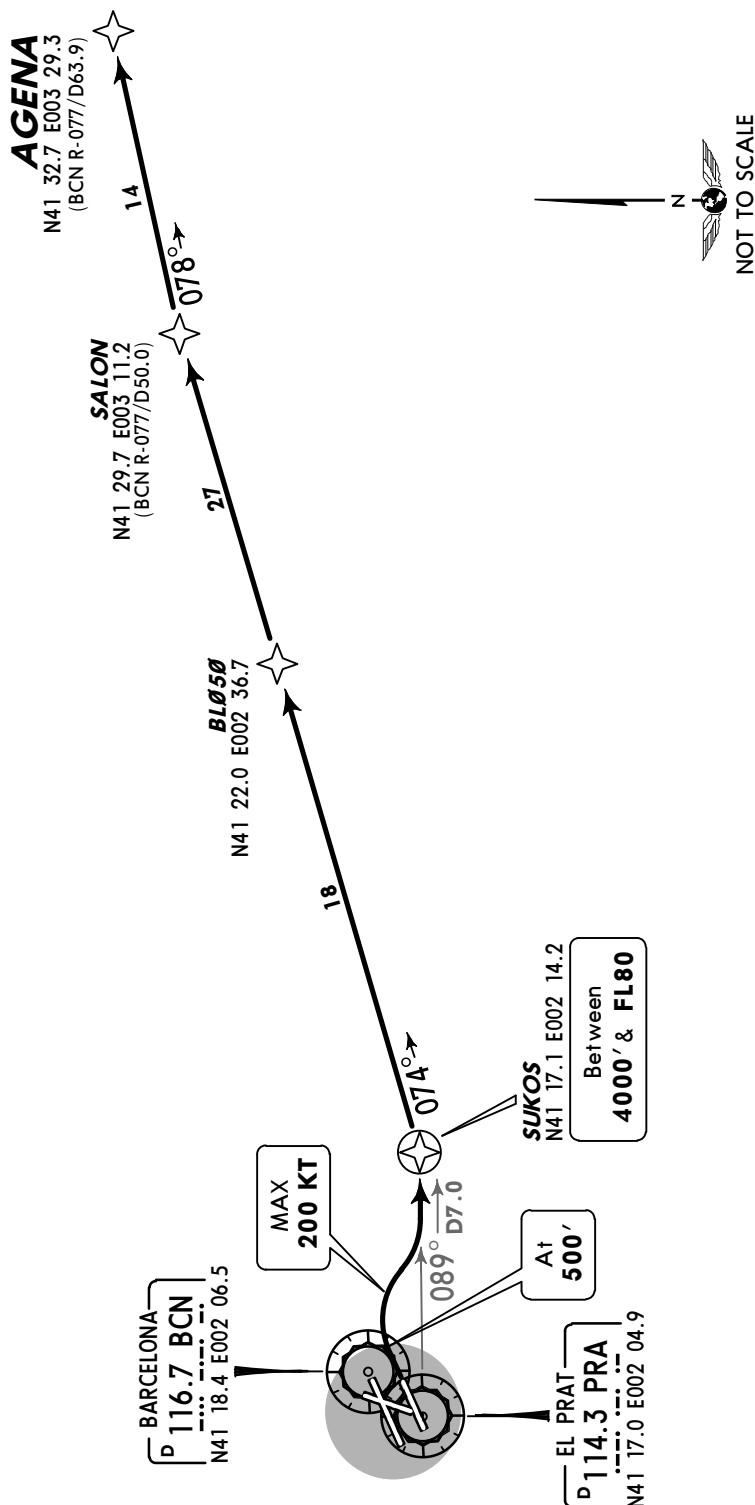
AGENA TWO ROMEO (AGENA 2R) [AGEN2R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

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

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



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

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

INITIAL CLIMB/ROUTING

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

① 4300' within 15 NM

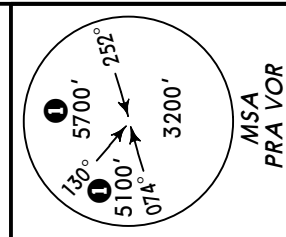
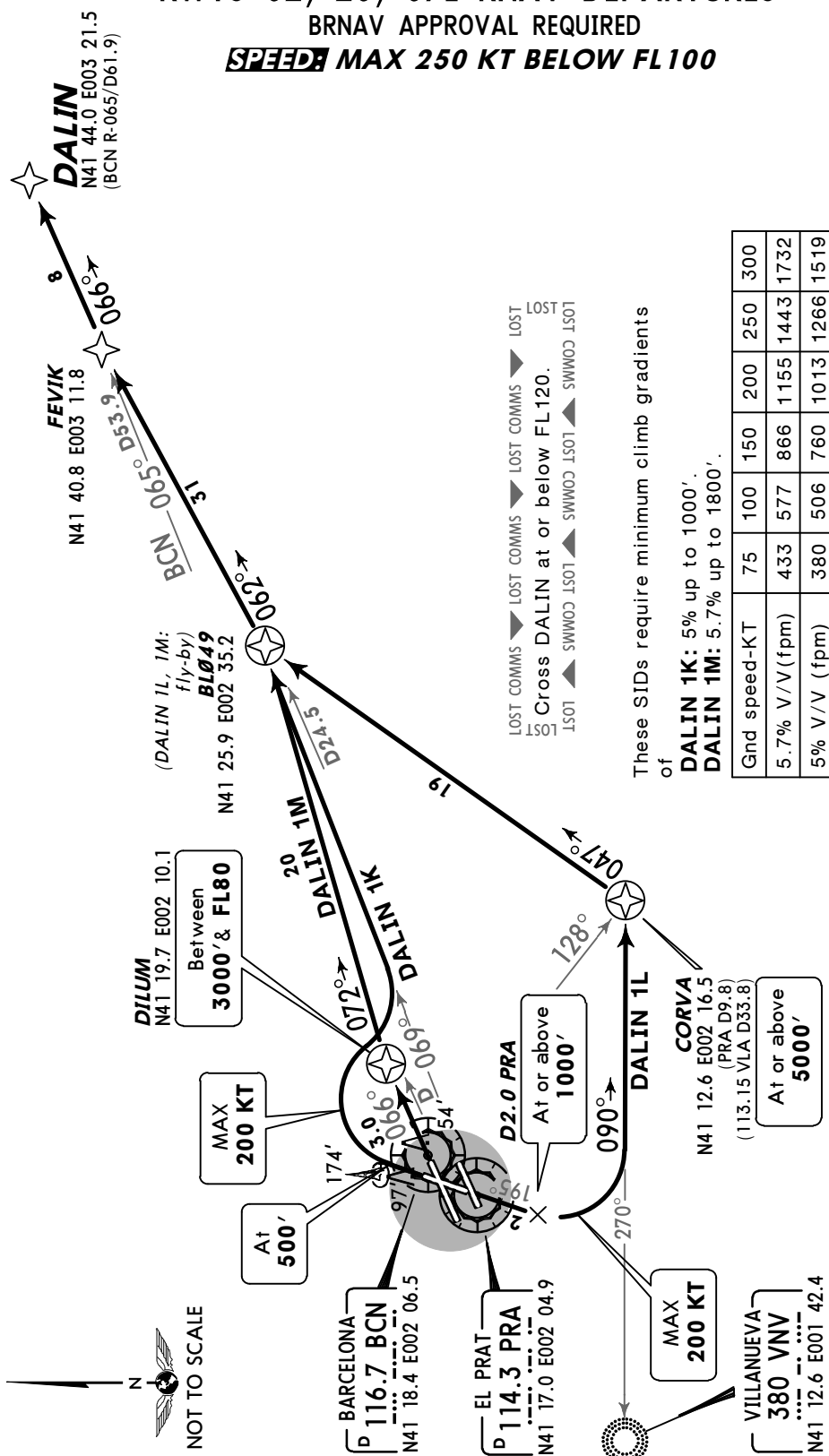
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

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

RNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100① 4300' within
15 NM

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

INITIAL CLIMB/ROUTING

SID	RWY	INITIAL CLIMB/ROUTING
DALIN 1K	02	Climb on runway heading to 500', turn RIGHT, intercept PRA R-069 to BL049 (D24.5 PRA), then to FEVIK, then to DALIN.
DALIN 1L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL049, then to FEVIK, then to DALIN.
DALIN 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL049, then to FEVIK, then to DALIN.

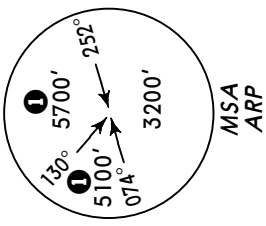
② Turns before departure end of runway (DER) are not allowed.

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

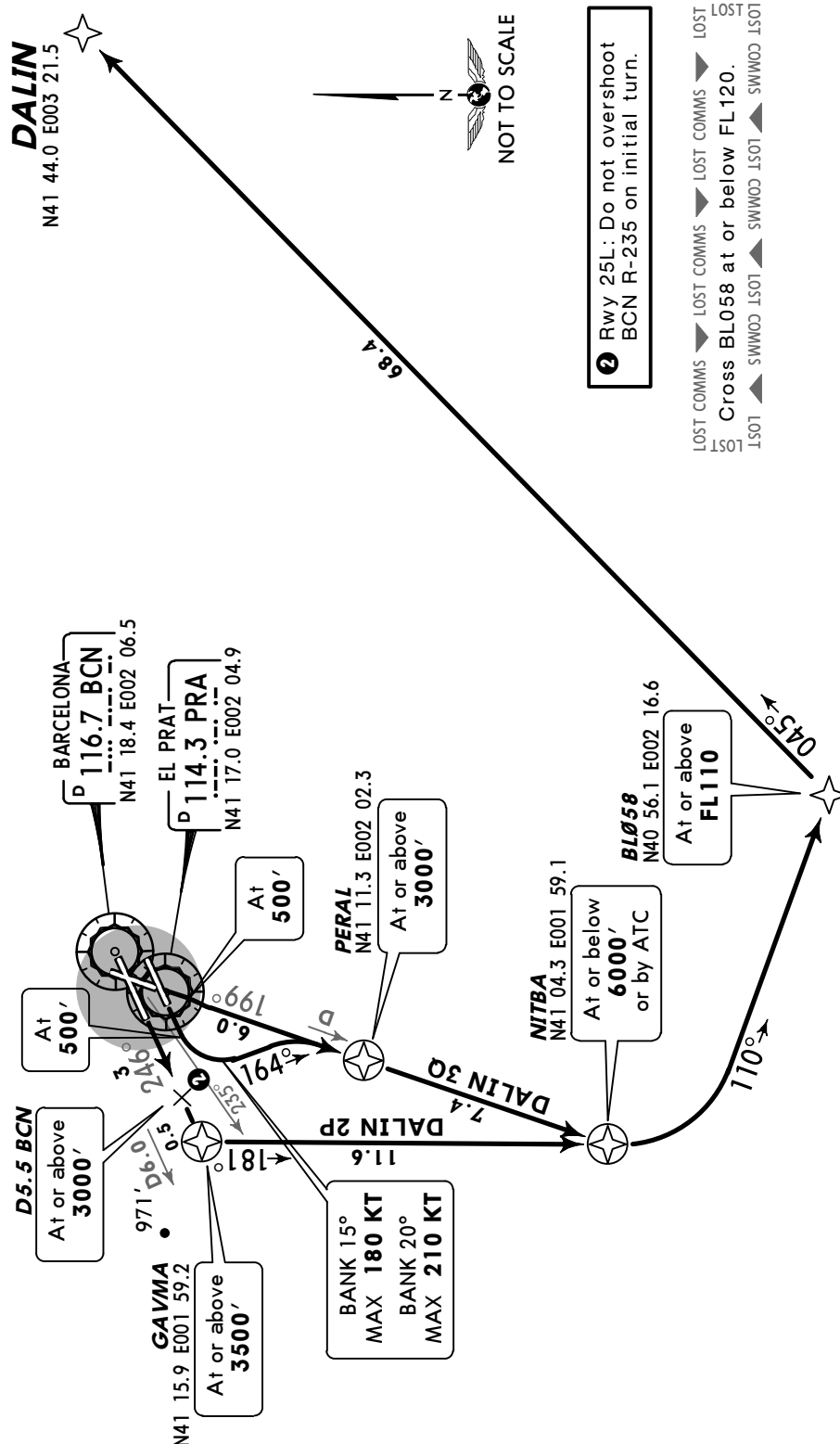
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

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

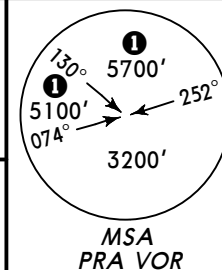
SID	RWY	INITIAL CLIMB
DALIN 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
DALIN 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).
DALIN 3Q	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA).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



Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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



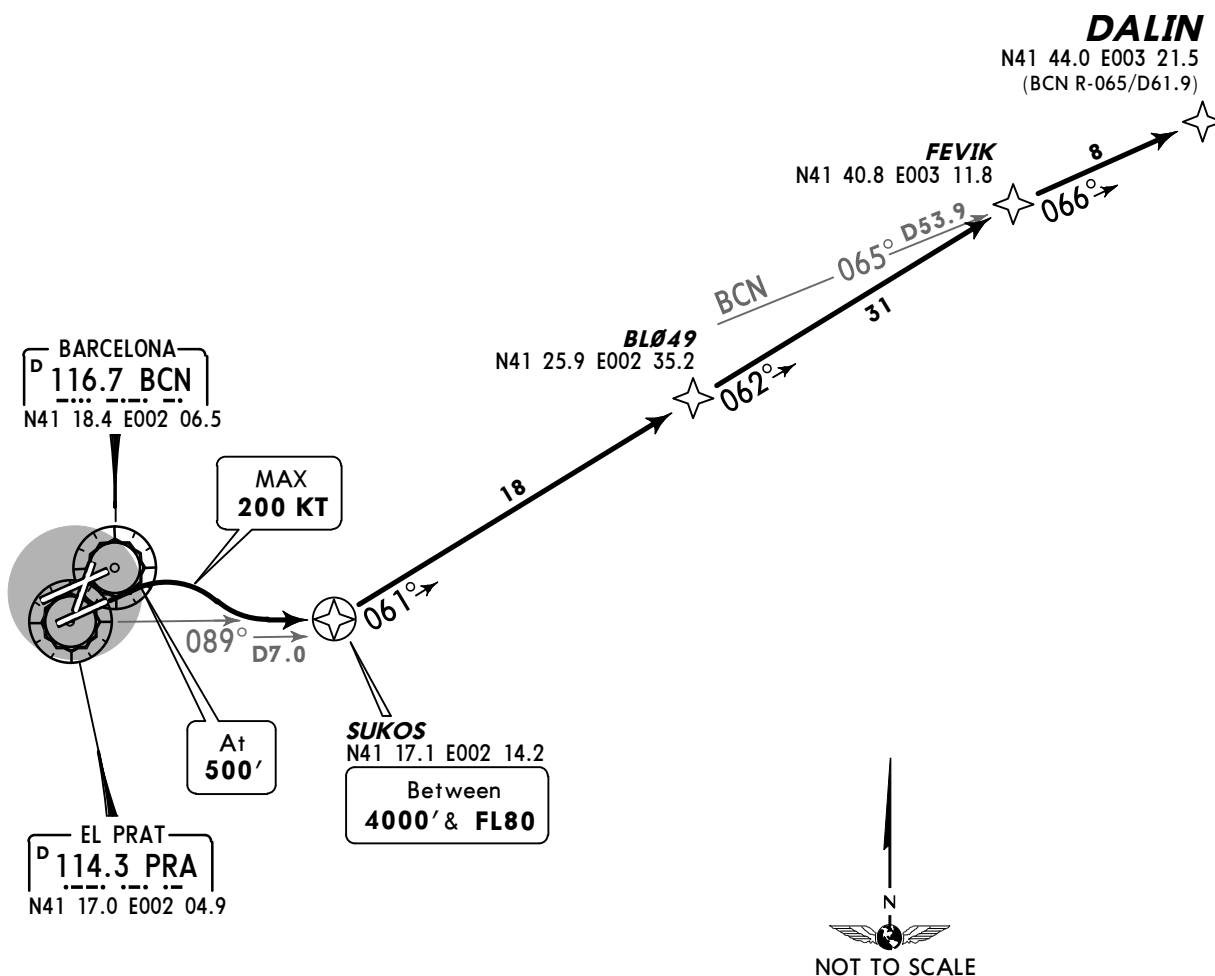
① 4300' within 15 NM

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

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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



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

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

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

Initial ATC clearance:

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

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL049, then to FEVIK, then to DALIN.

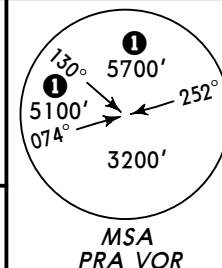
Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

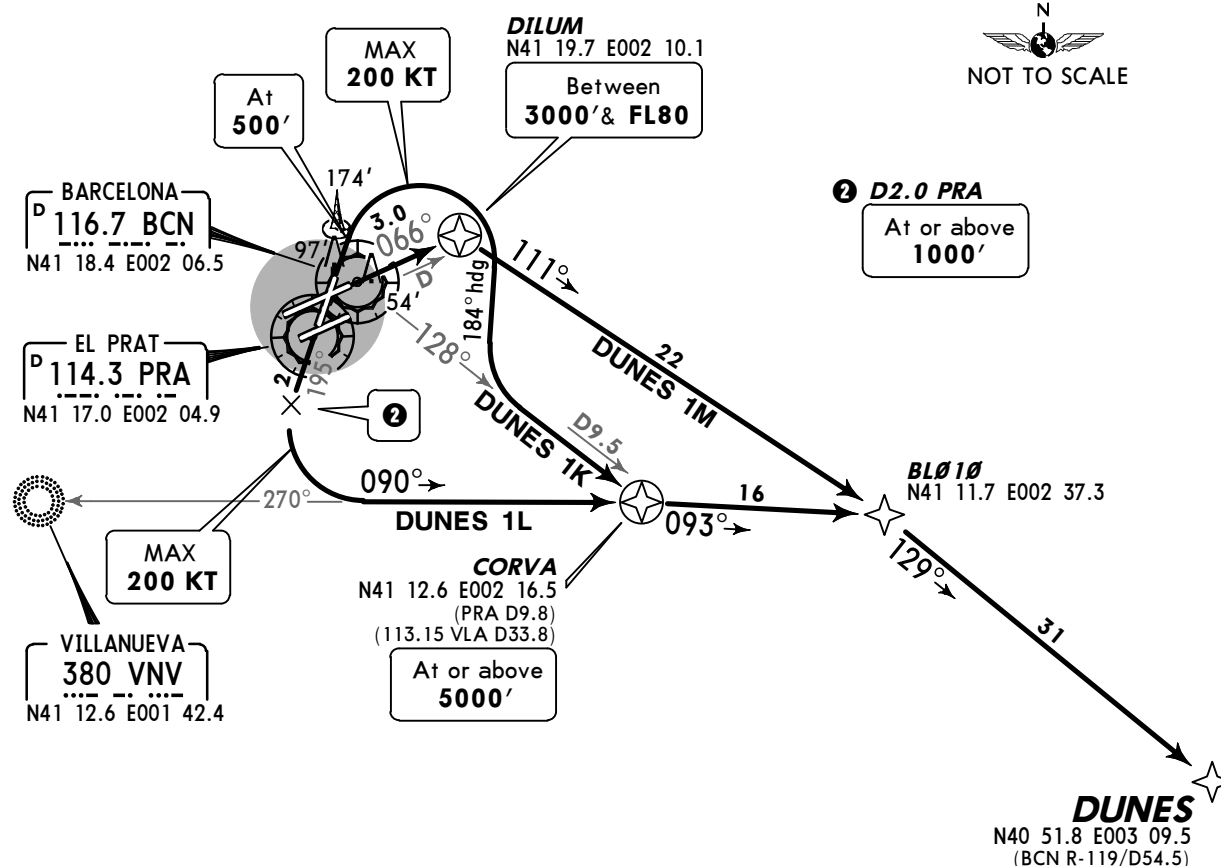
2. EXPECT close-in obstacles.

3. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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



These SIDs require minimum climb gradients of

DUNES 1K: 5% up to 1000'.

DUNES 1M: 5.7% up to 1800'.

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

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

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

GAVMA
N41 15.9 E001 59.2
At or above 3500'

D5.5 BCN
At or above 3000'

At 500'

At 500'

PERAL
N41 11.3 E002 02.3
At or above 3000'

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

BLØ57
N40 51.6 E002 18.0

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

DUNES 2P
DUNES 3Q

LOST COMMS
LOST Cross BLØ57
LOST SWWOC 15

2 Rwy BCN

NOT TO SCALE

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

LOST Cross BL057 at or below FL120. LOST

LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

NOT TO SCALE

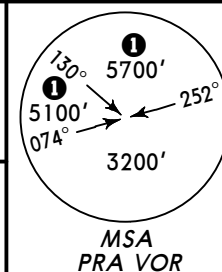
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

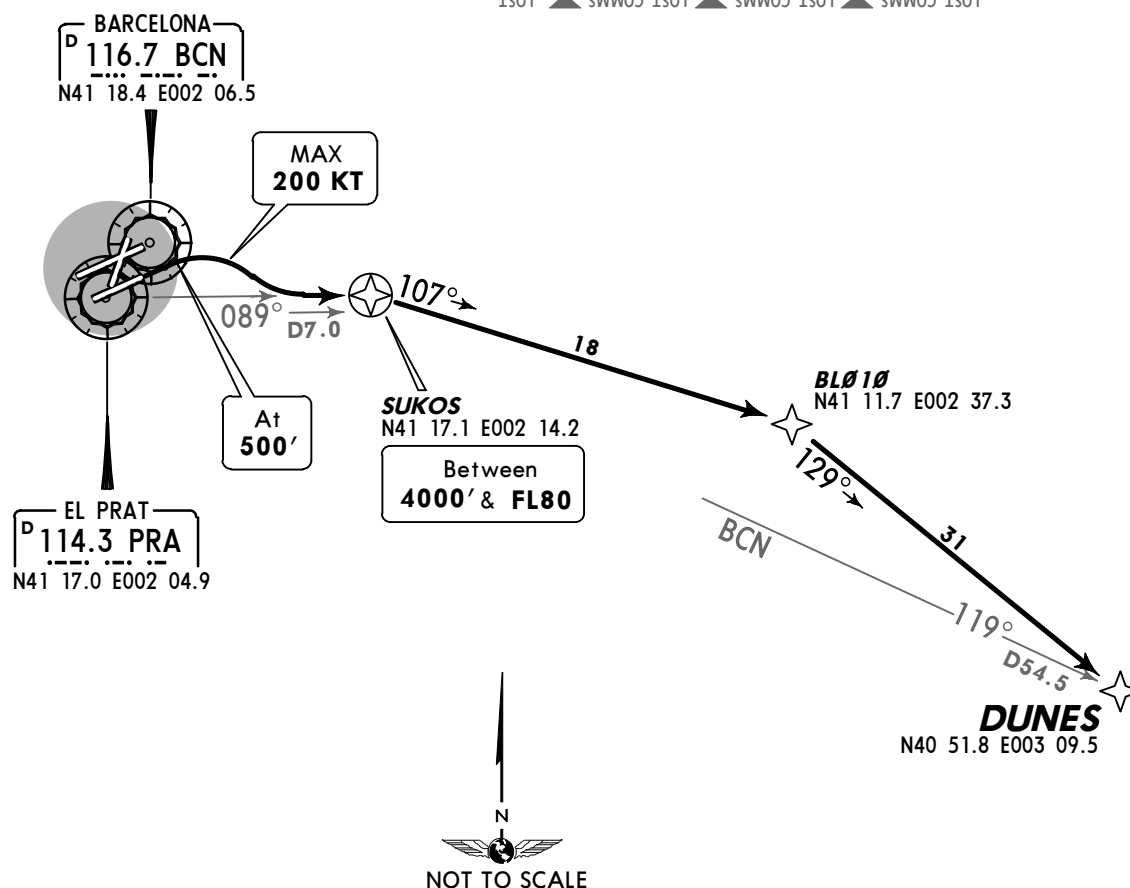
DUNES TWO ROMEO (DUNES 2R) [DUNE2R]

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.

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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.

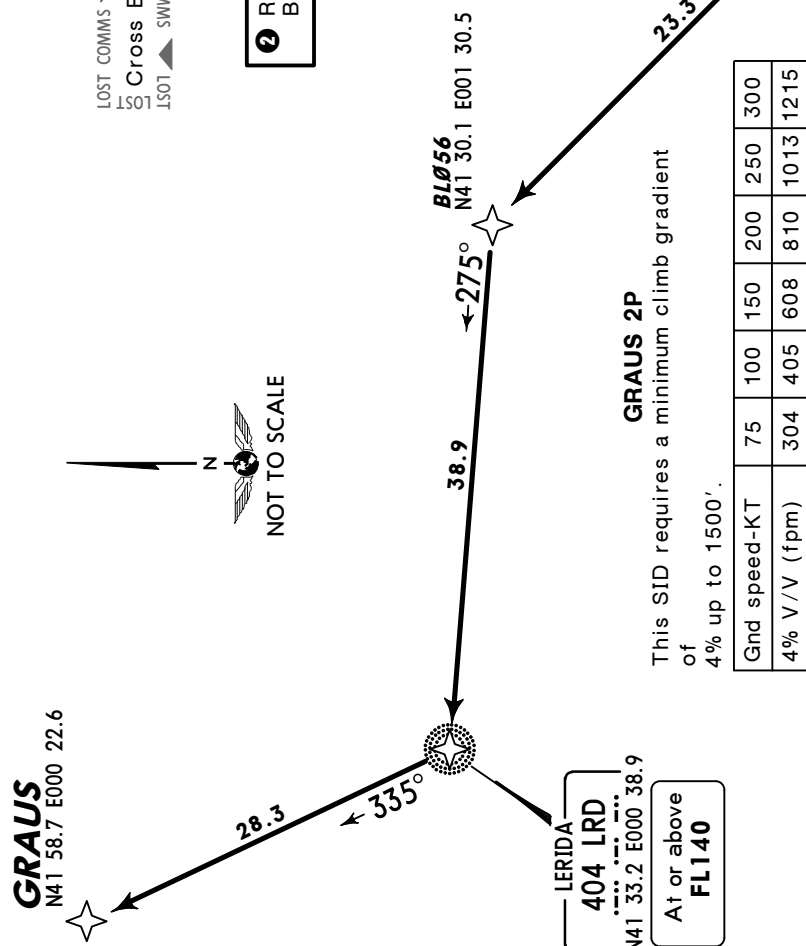
GRAUS TWO PAPA
(GRAUS 2P) [GRAU2P]
GRAUS THREE QUEBEC
(GRAUS 3Q) [GRAU3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)

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

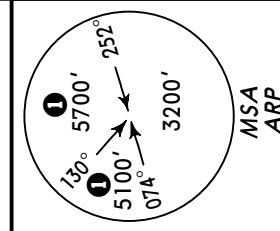
~~SPEEDS~~ MAX 250 KT UNTIL FL100

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.	

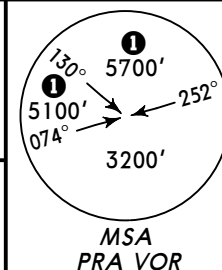


① 4300' within 15 NM

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.

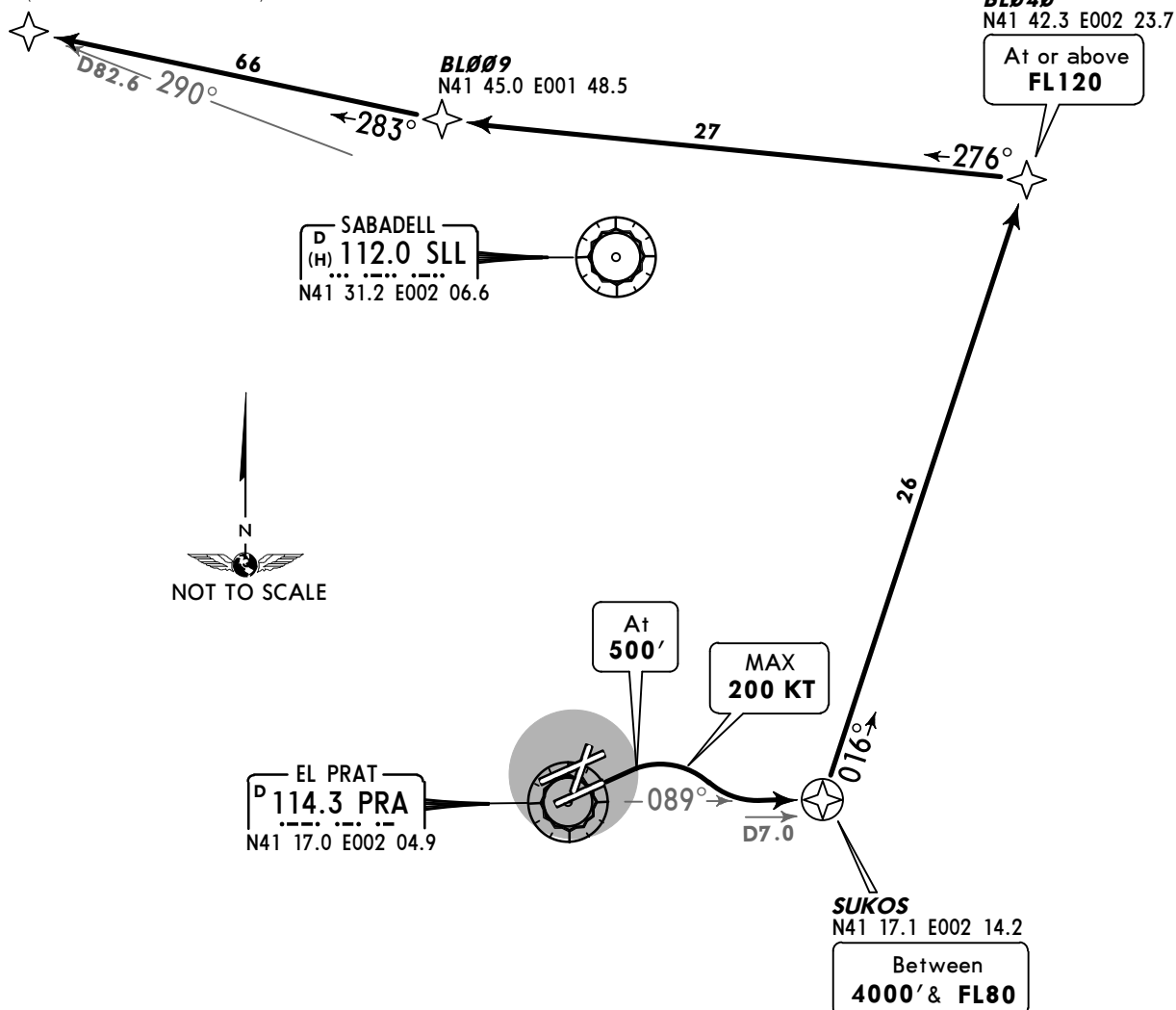


① 4300' within 15 NM

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:

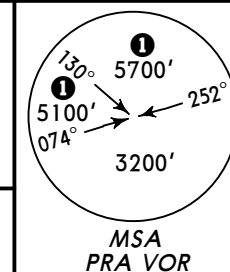
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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'

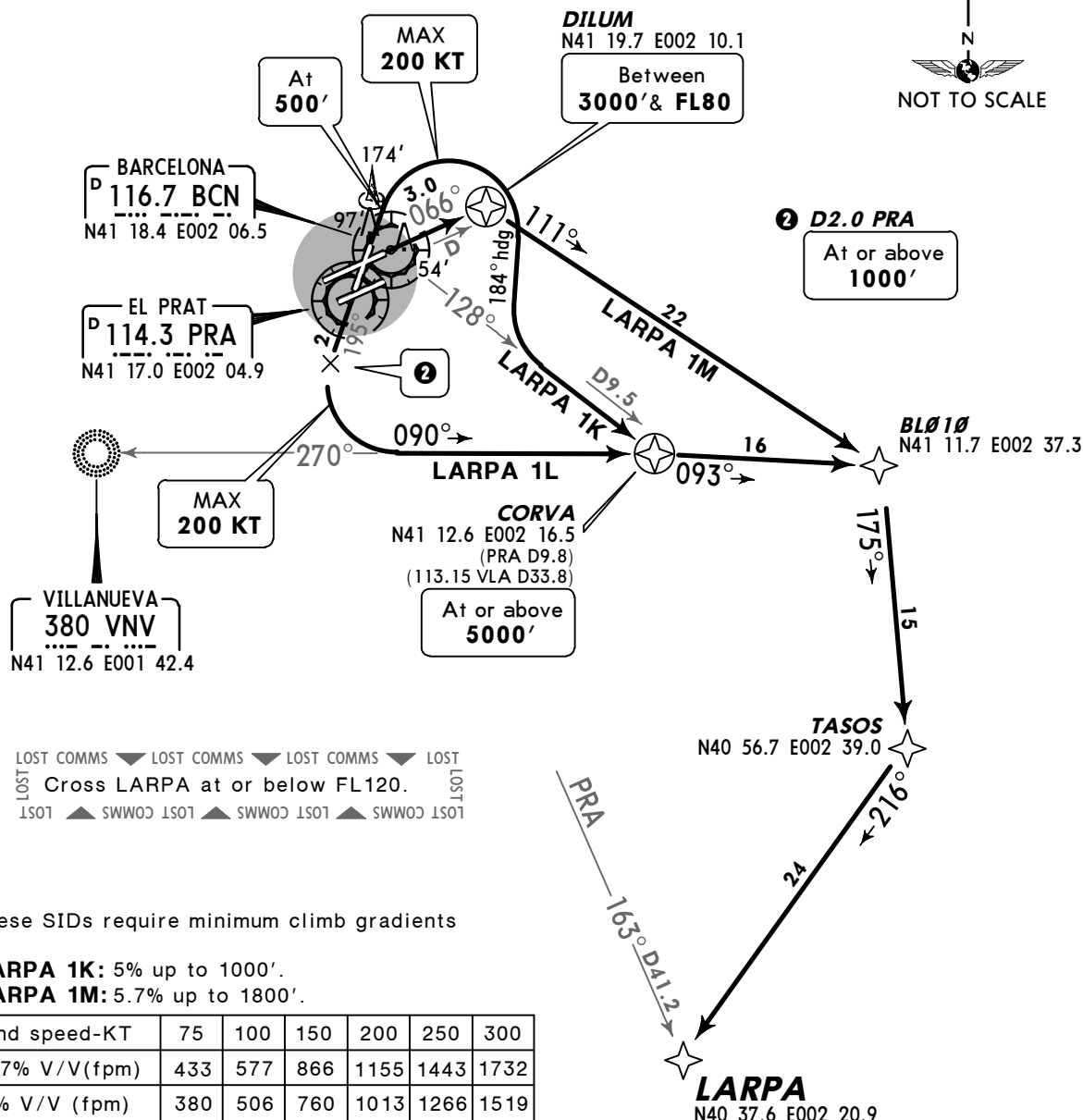
Trans level: By ATC Trans alt: 6000'

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.

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

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

LOST Cross LARPA at or below FL120. LOST

LOST ▲ SWWCOM LOST ▲ SWWCOM LOST ▲ SWWCOM LOST ▲ SWWCOM LOST

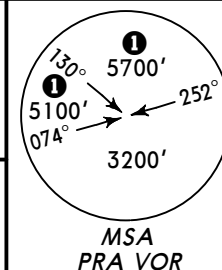
NOT TO SCALE

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Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

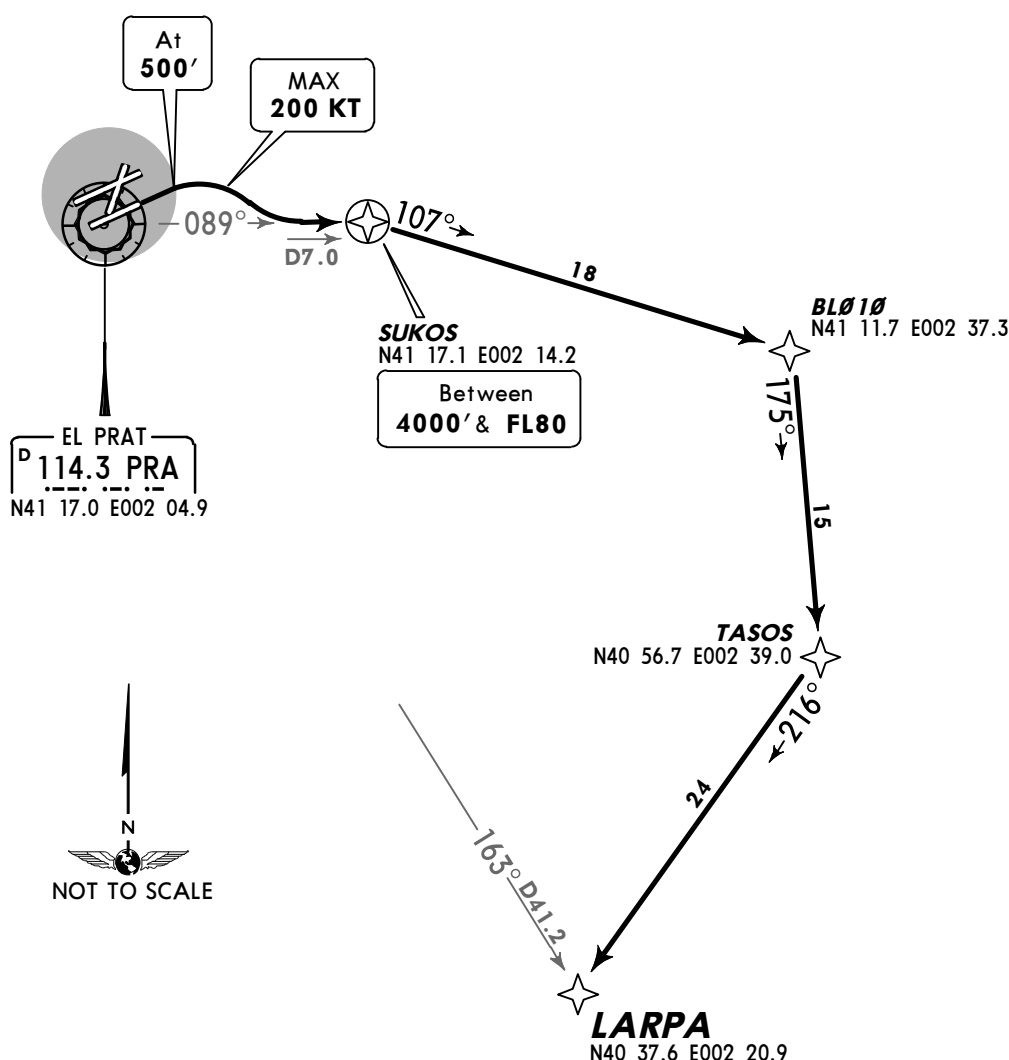
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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 ▲ SWW03 1S01 ▲ SWW03 1S01 ▲ SWW03 1S01



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

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

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

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

INITIAL CLIMB/ROUTING

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

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Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

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

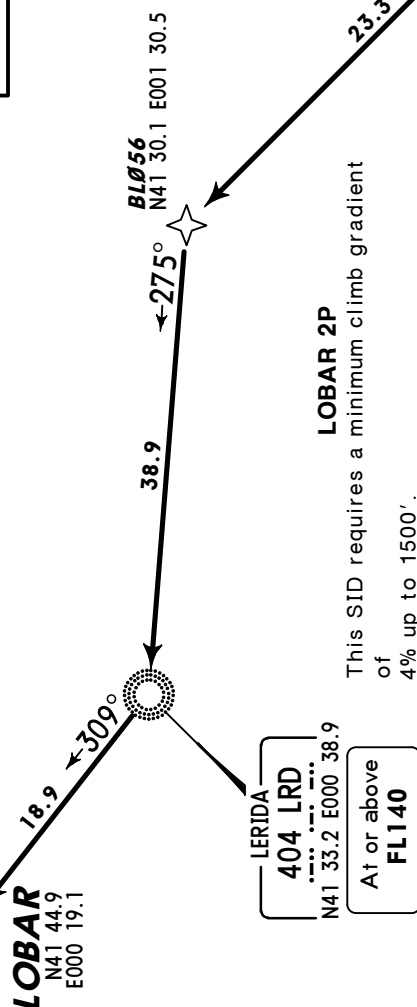
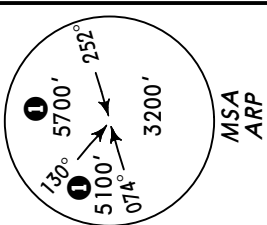
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES

~~SPEEDS~~ MAX 250 KT UNTIL FL100

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

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

1 4300' within 15 NM



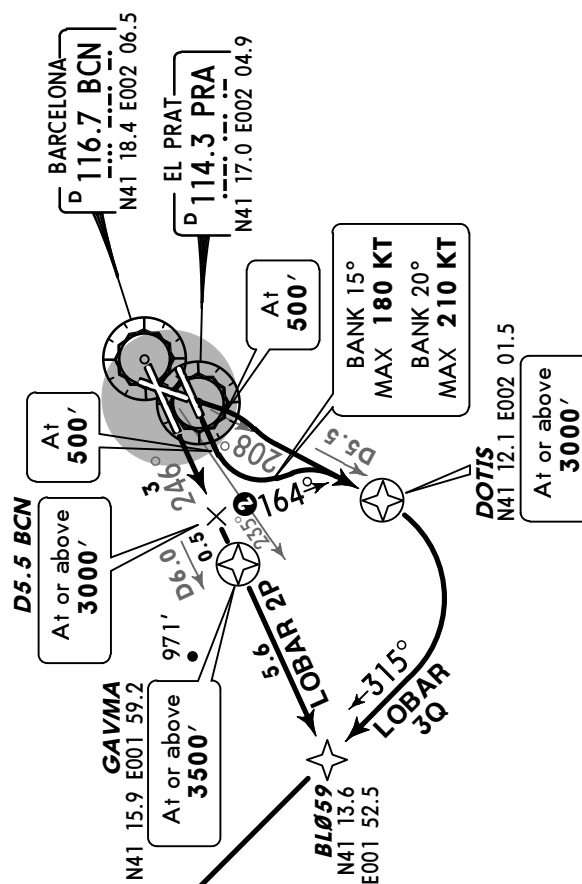
LOBAR 2P

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

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

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

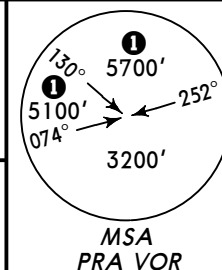
SID	RWY	INITIAL CLIMB
LOBAR 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LOBAR 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING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



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

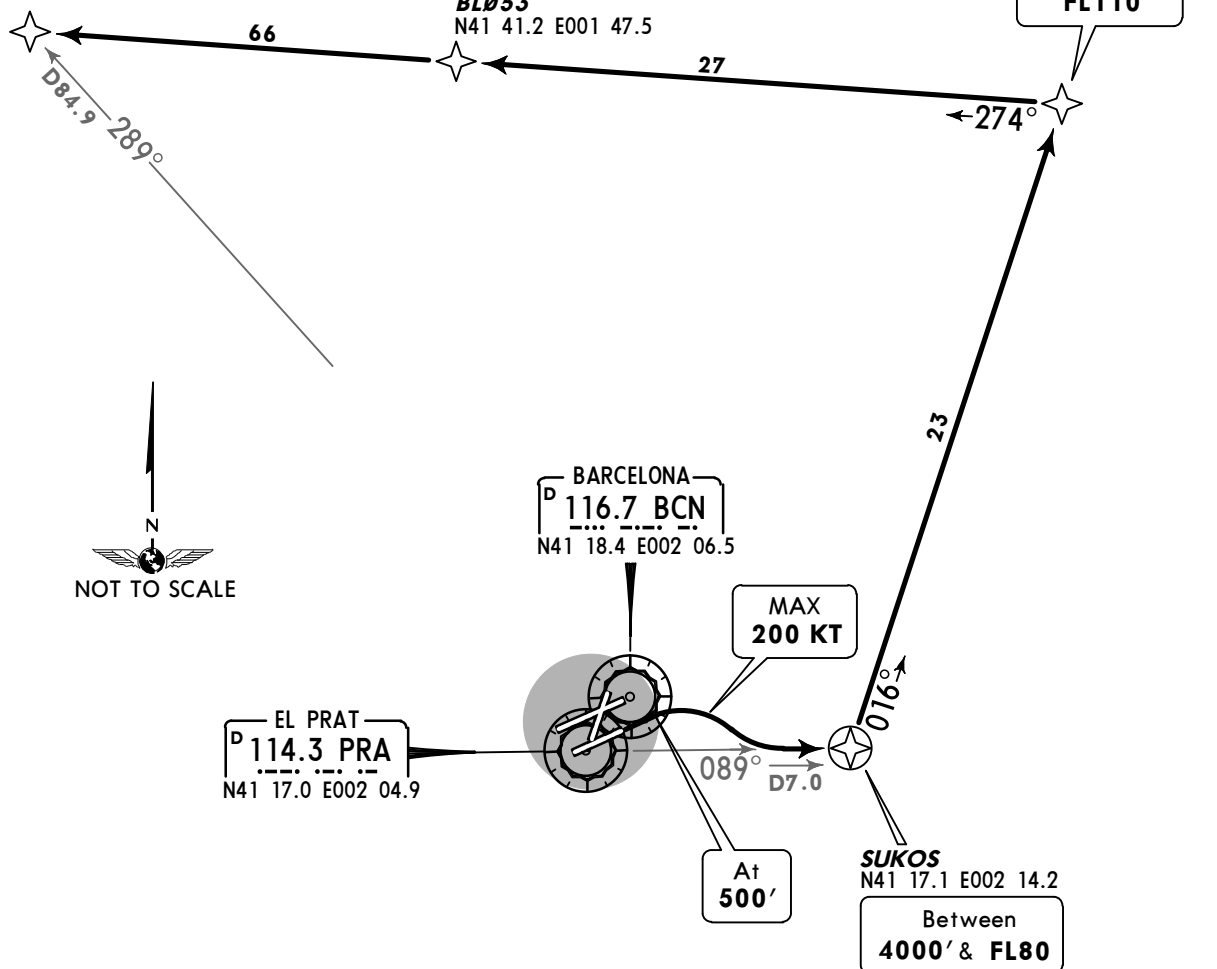
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL053 at or below FL120.
LOST ▲ SWW03 ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT

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.

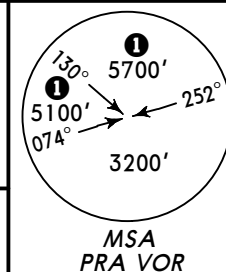
Apt Elev
14'

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.

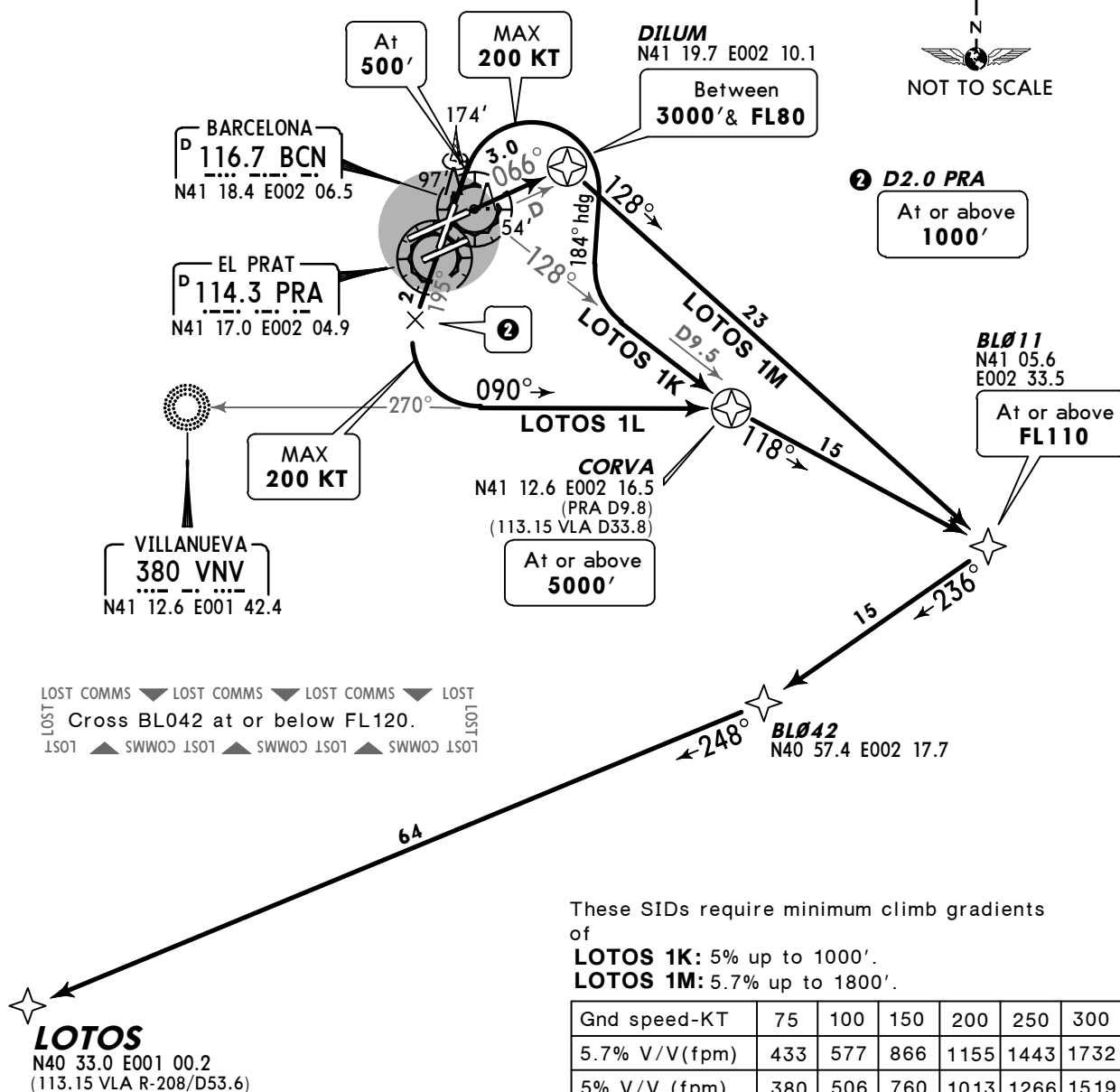
2. EXPECT close-in obstacles.

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
Cross BL042 at or below FL120.
LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

These SIDs require minimum climb gradients of

LOTOS 1K: 5% up to 1000'.

LOTOS 1M: 5.7% up to 1800'.

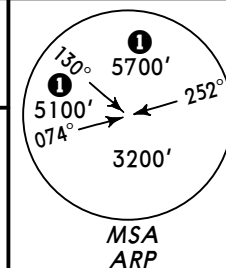
Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
5% V/V (fpm)	380	506	760	1013	1266	1519

Initial ATC clearance:

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

SID	RWY	INITIAL CLIMB/ROUTING
LOTOS 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to LOTOS.
LOTOS 1L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to LOTOS.
LOTOS 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn RIGHT to BL011, then to BL042, then to LOTOS.

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

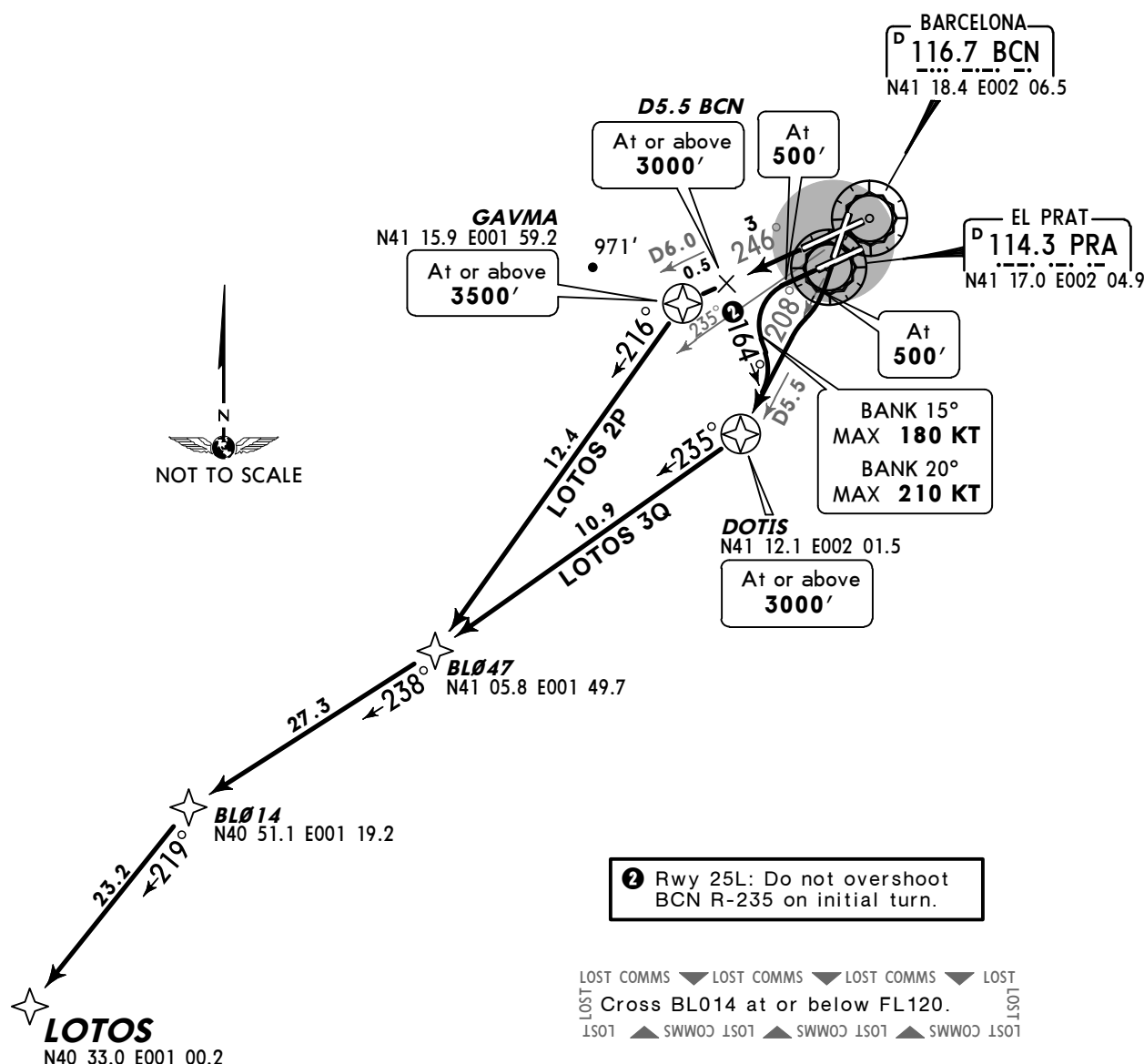
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

① 4300' within 15 NM

LOTOS TWO PAPA (LOTOS 2P) [LOTO2P]
LOTOS THREE QUEBEC (LOTOS 3Q) [LOTO3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

~~SPEED~~ MAX 250 KT UNTIL FL100② Rwy 25L: Do not overshoot
BCN R-235 on initial turn.LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL014 at or below FL120.
LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST

Initial ATC clearance:

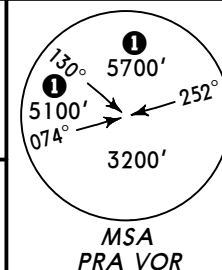
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	INITIAL CLIMB
LOTOS 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LOTOS 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
LOTOS 2P	GAVMA (3500'+) - BL047 - BL014 - LOTOS.	
LOTOS 3Q	DOTIS (3000'+) - BL047 - BL014 - LOTOS.	

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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

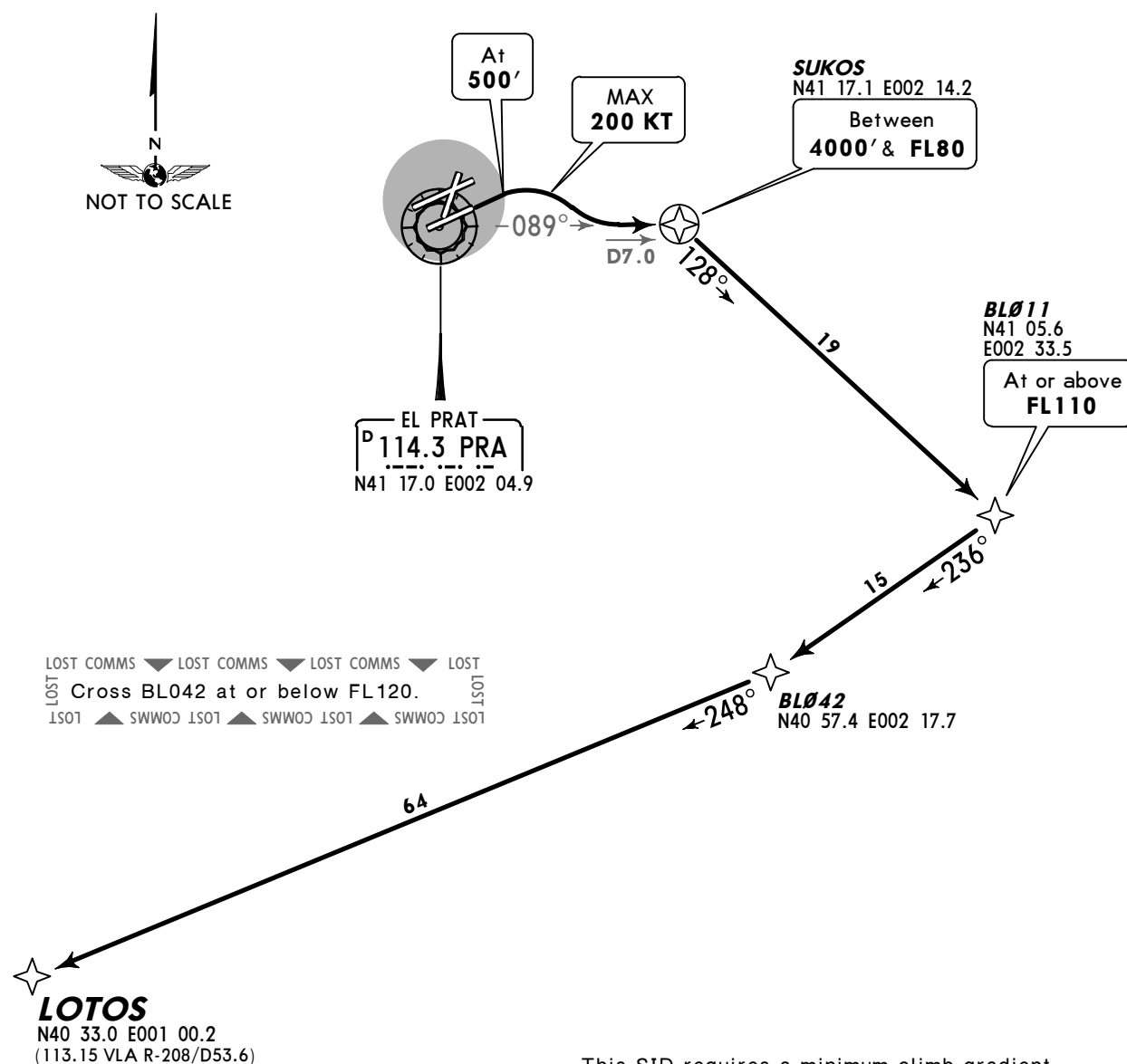


① 4300' within 15 NM

LOTOS TWO ROMEO (LOTOS 2R) [LTO2R]

RWY 07R RNAV DEPARTURE

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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

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

Initial ATC clearance:

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

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

INITIAL CLIMB/ROUTING

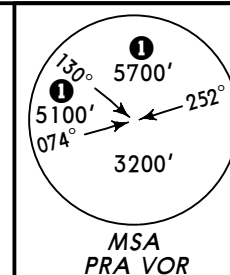
Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL011, then to BL042, then to LOTOS.

Apt Elev
14'

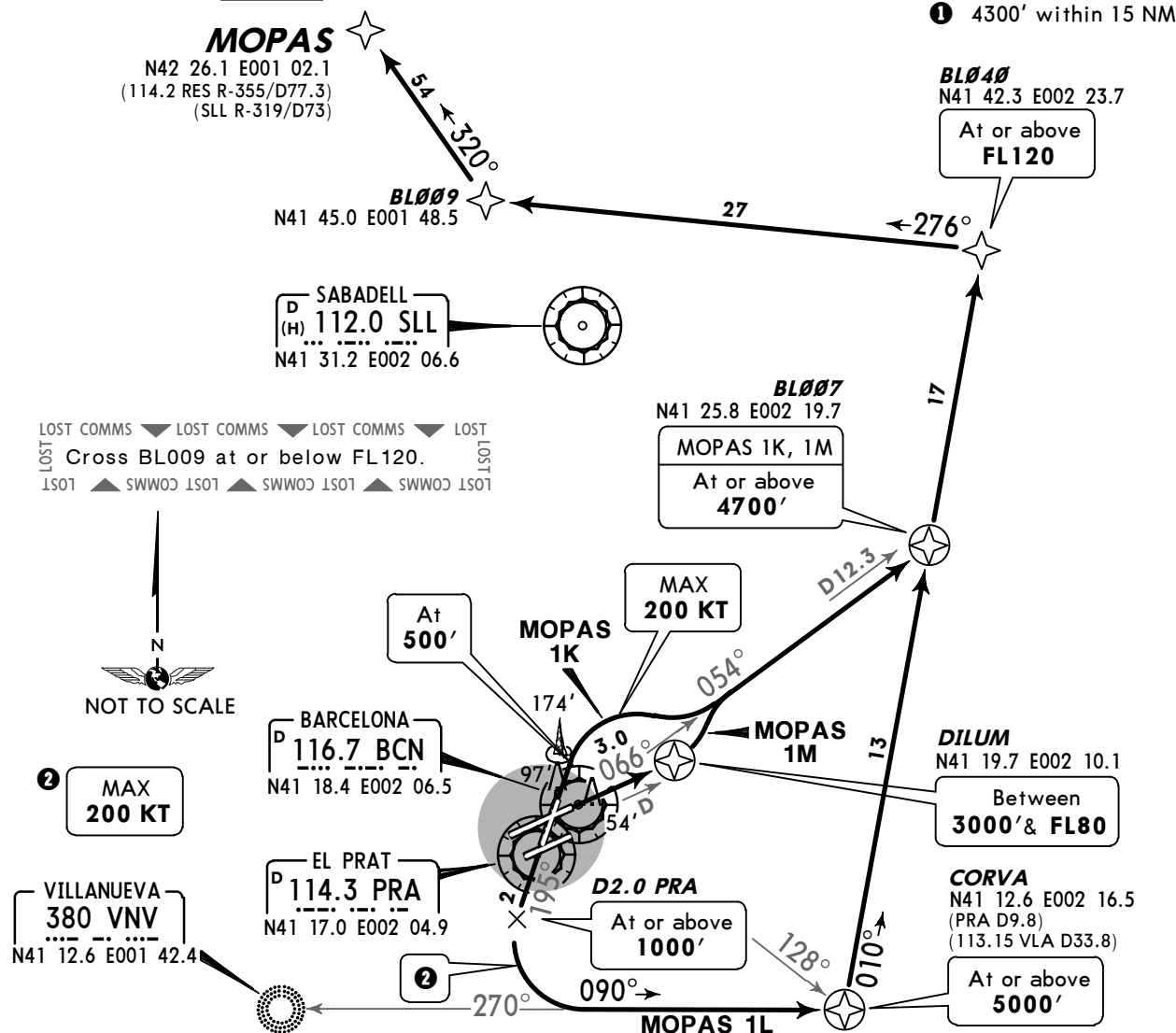
Trans level: By ATC Trans alt: 6000'

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

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

SPEED: MAX 250 KT BELOW FL100

① 4300' within 15 NM



These SIDs require minimum climb gradients of

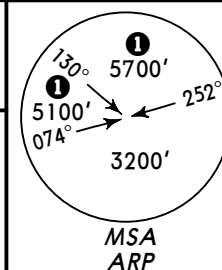
MOPAS 1K: 5% up to 1500'.
MOPAS 1M: 5.7% up to 1800'.

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

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

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

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

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

① 4300' within 15 NM

**MOPAS TWO PAPA (MOPAS 2P) [MOPA2P]
MOPAS THREE QUEBEC (MOPAS 3Q) [MOPA3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES**
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

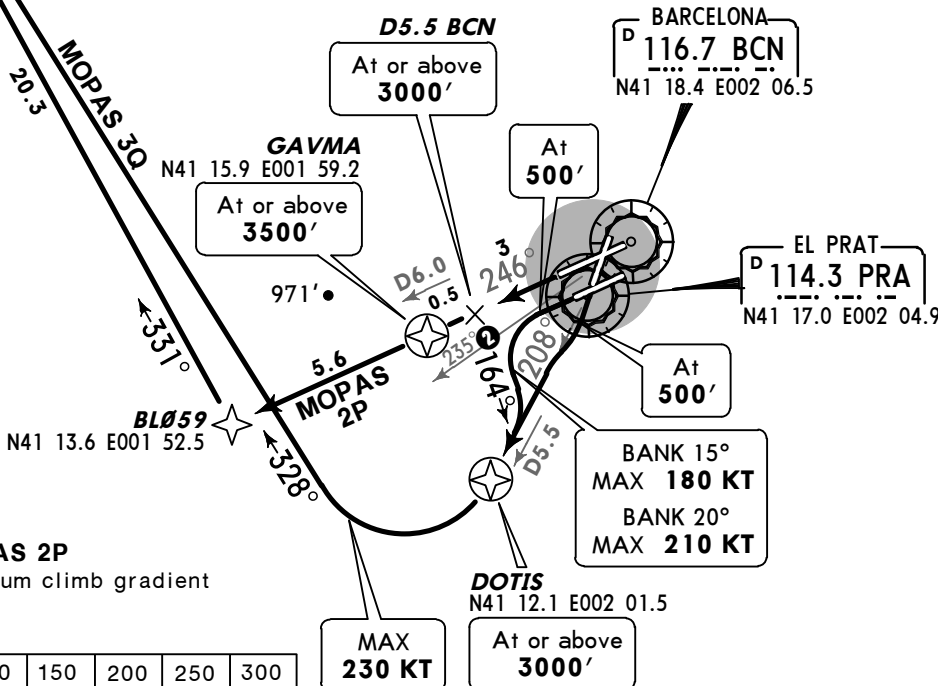
~~SPEED~~ MAX 250 KT UNTIL FL100

MOPAS
N42 26.1 E001 02.1

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

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

BL055
N41 31.4 E001 39.4
At or above
FL120

**MOPAS 2P**

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

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

Initial ATC clearance:

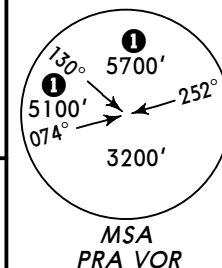
Climb and maintain **FL120** and request flight level change enroute

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

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

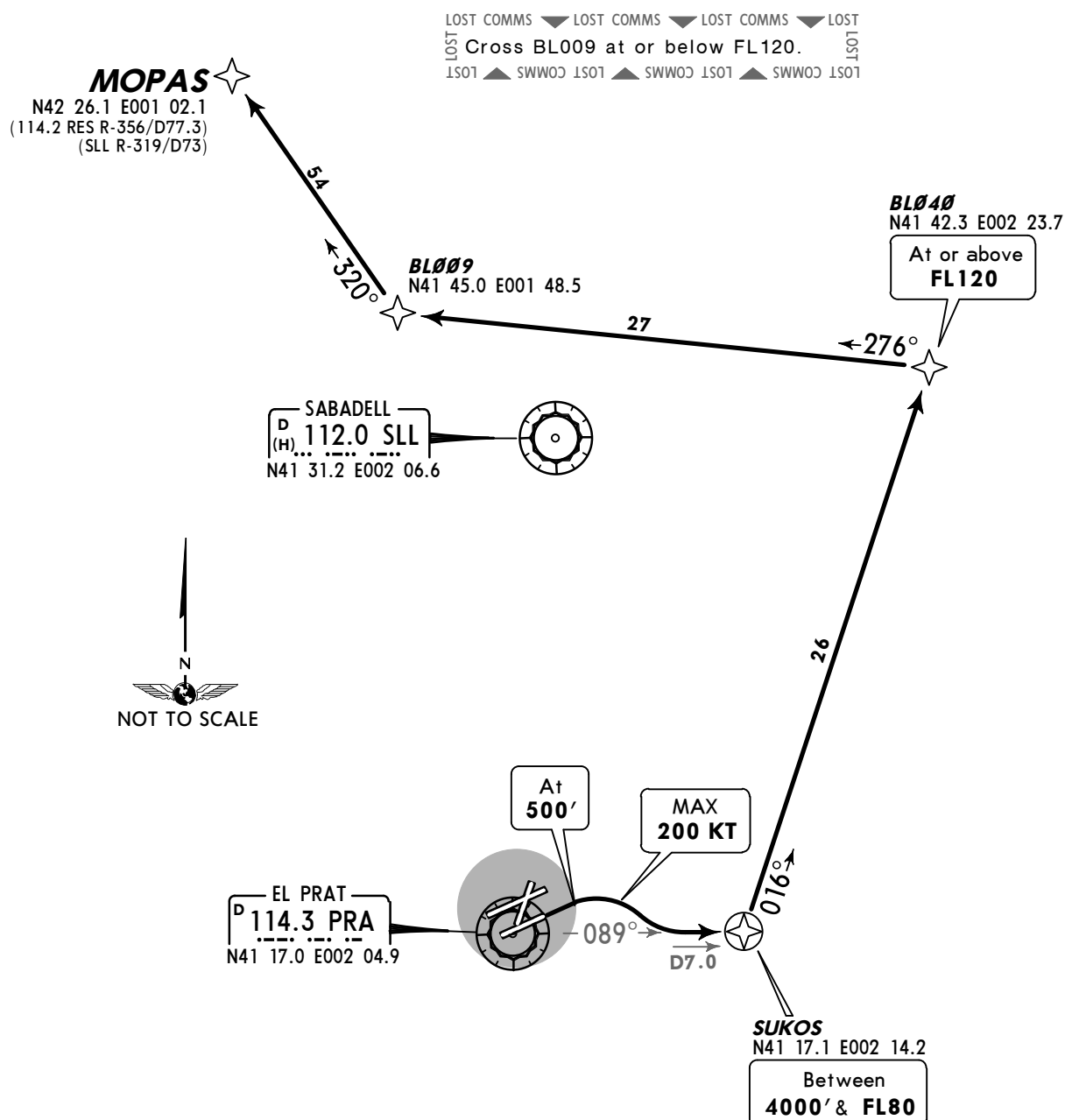
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100

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

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

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

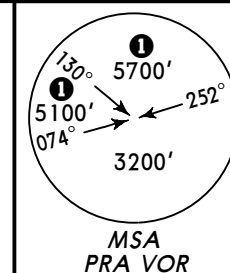
Initial ATC clearance:

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

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

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.



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

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

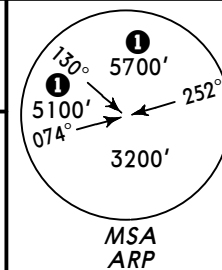
③ Turns before departure end of runway (DER) are not allowed.

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

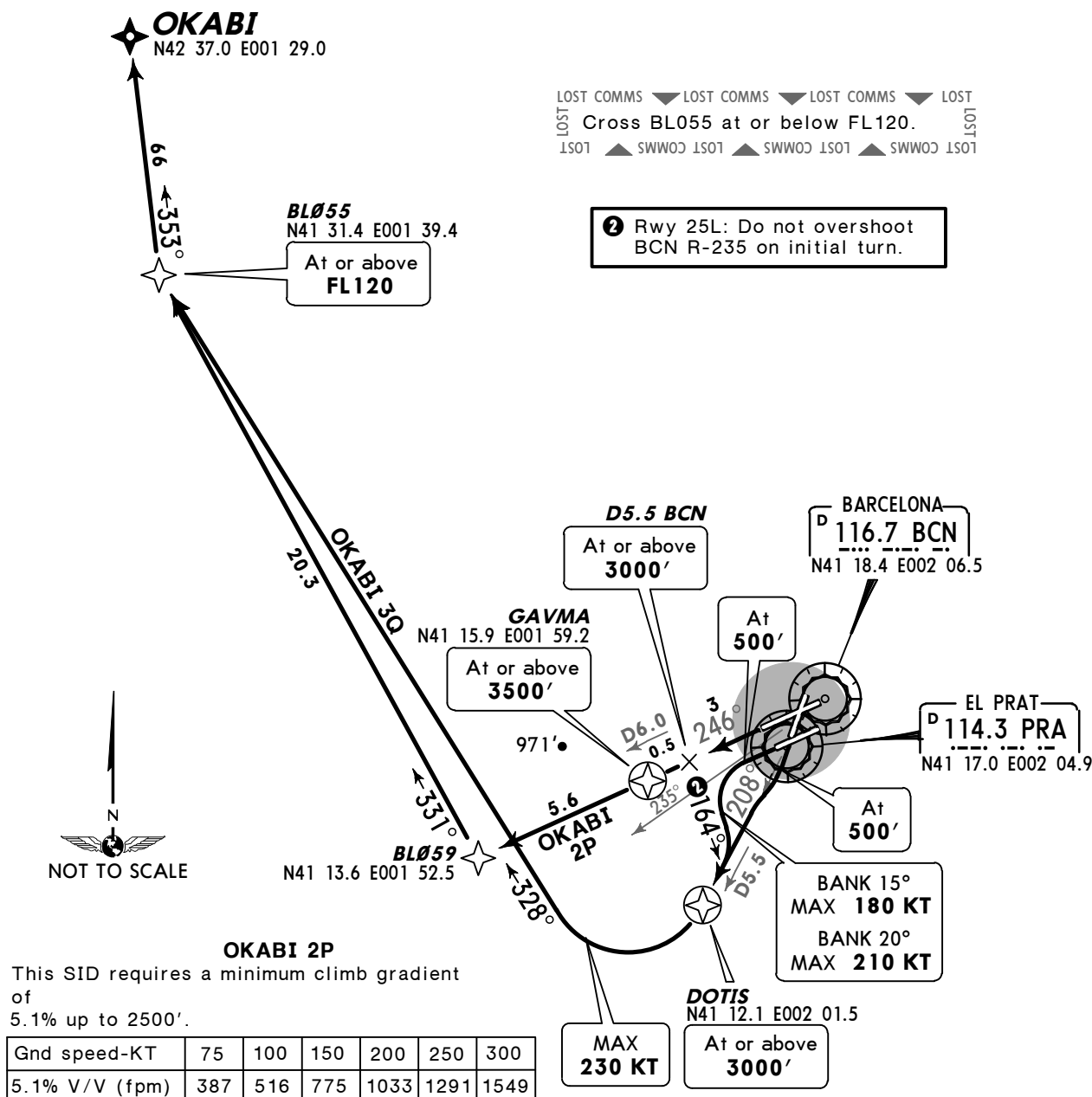


① 4300' within 15 NM

**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:

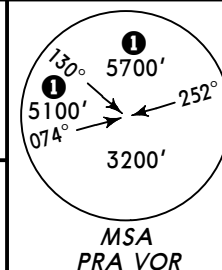
Climb and maintain **FL120** and request flight level change enroute

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'

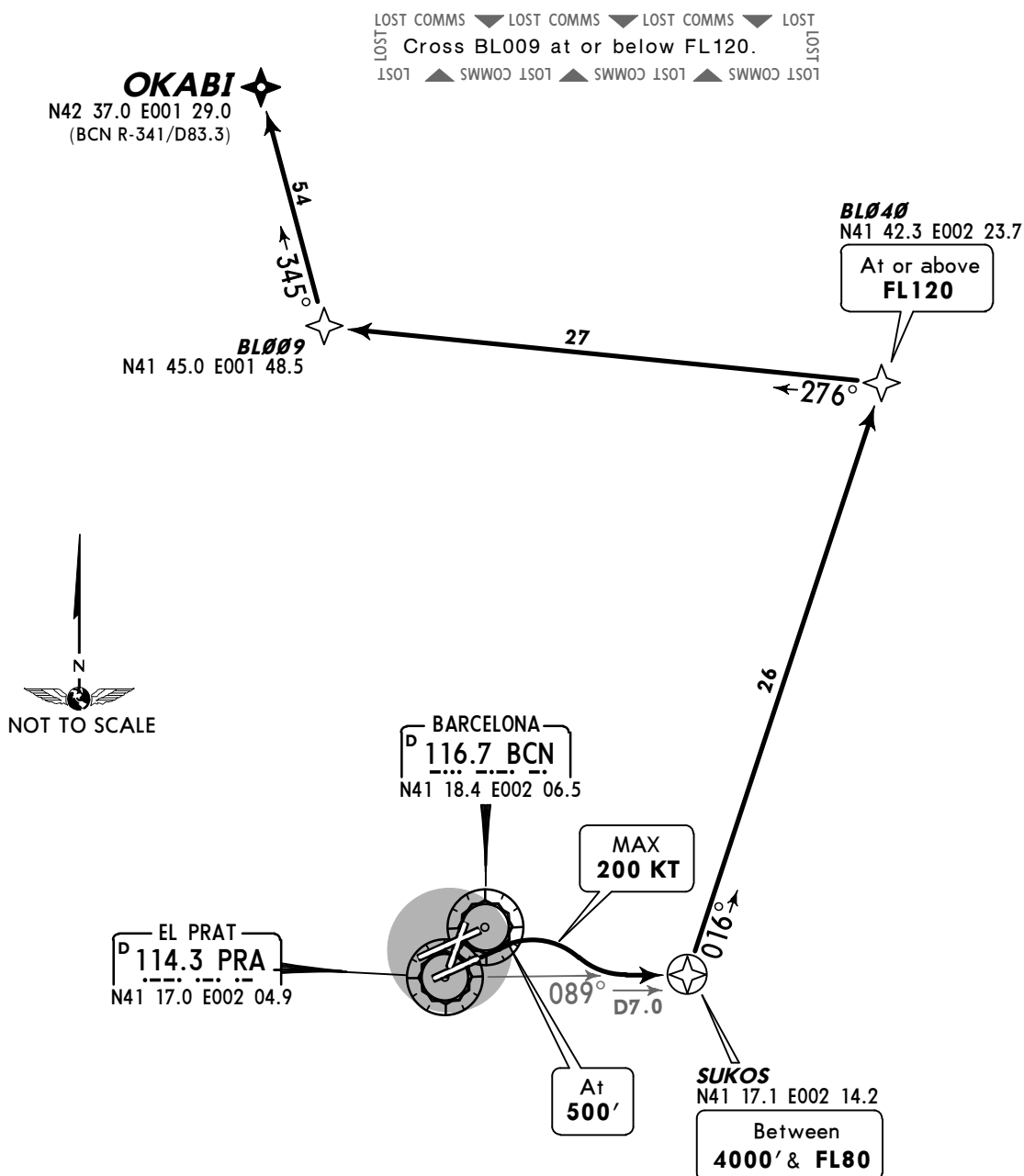
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



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.

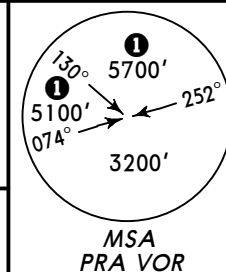
Apt Elev
14'

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.

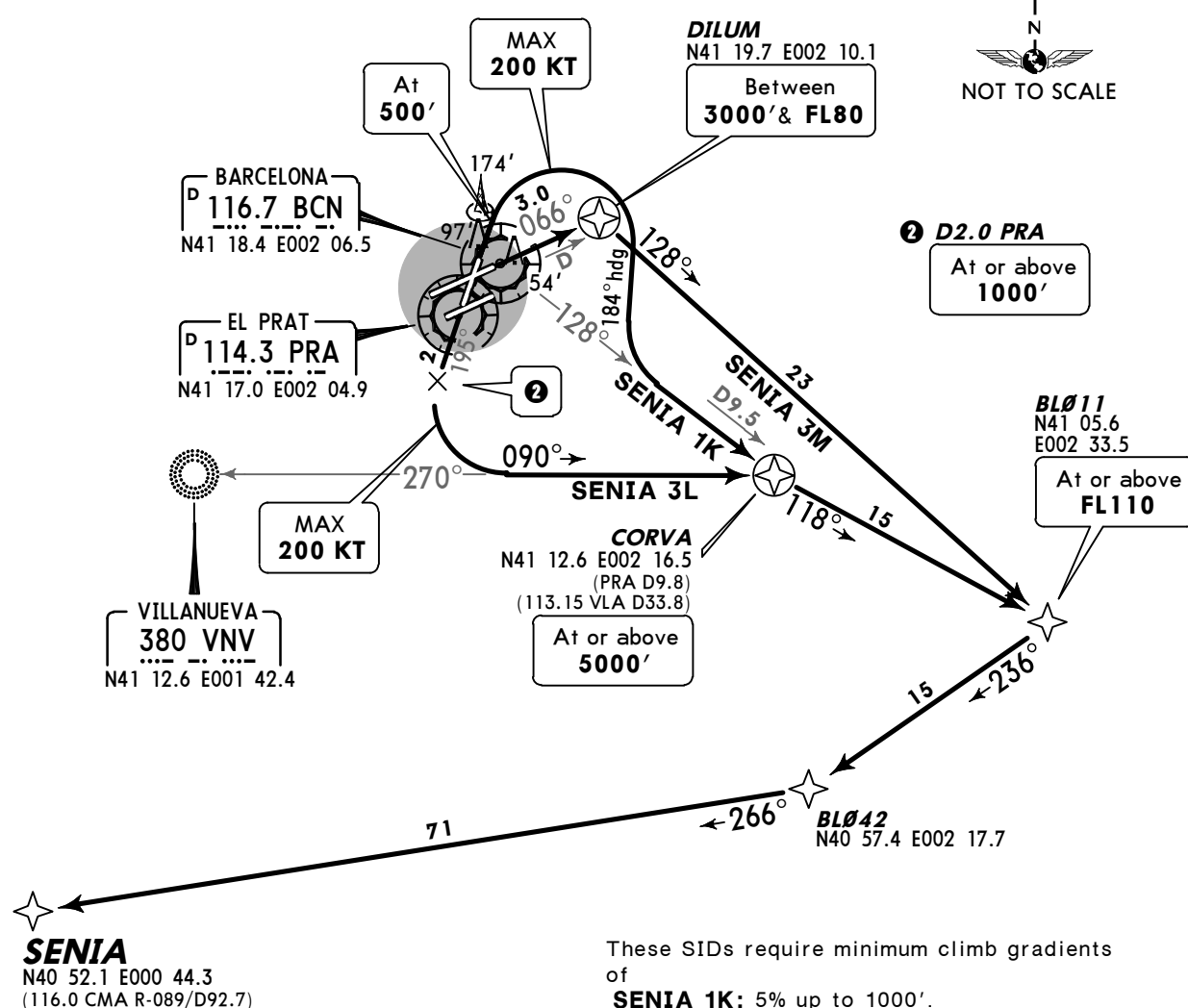
2. EXPECT close-in obstacles.

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

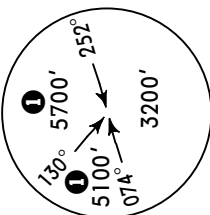
SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV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

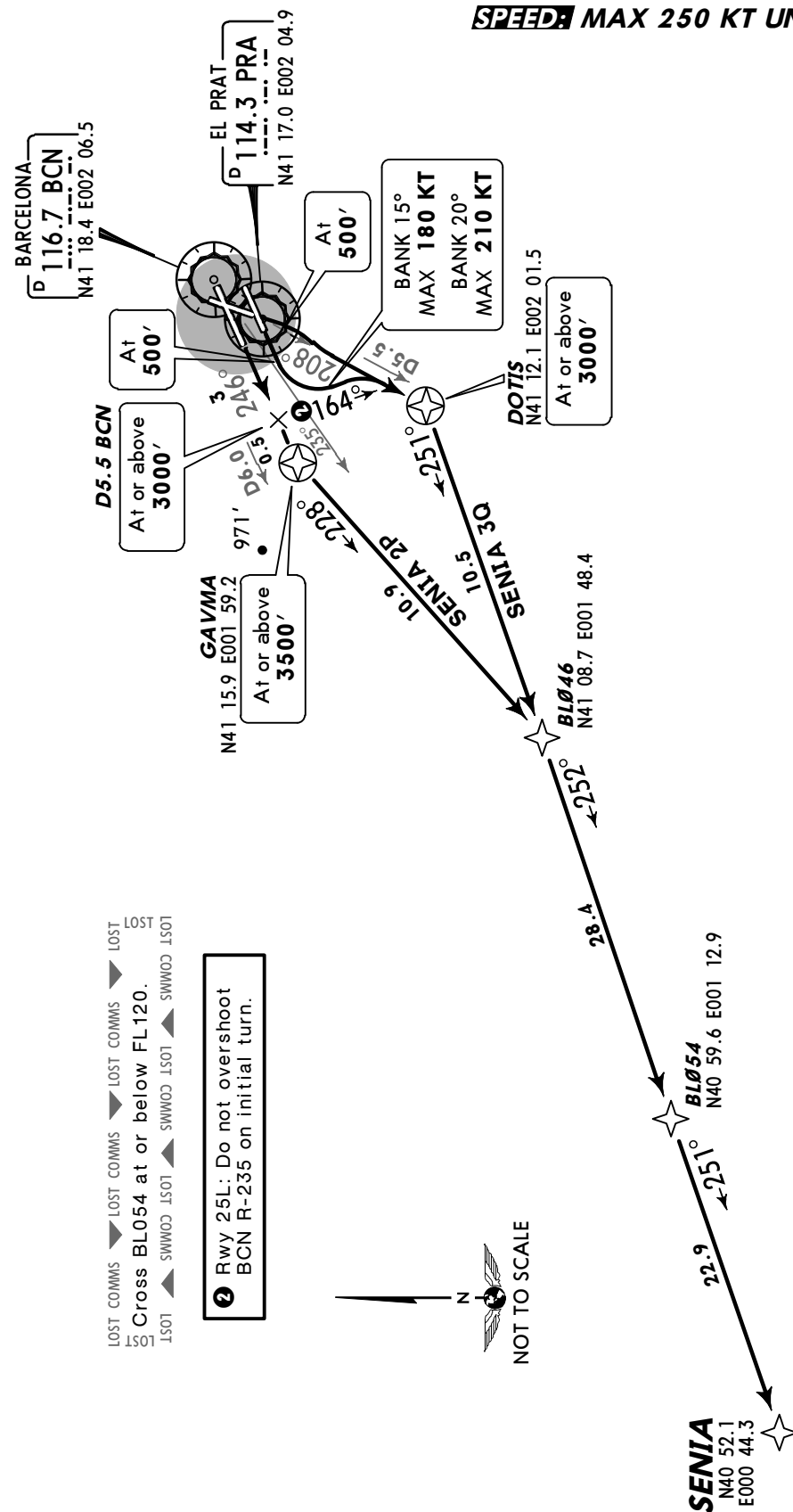
MSA
ARP
4300' within 15 NM

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

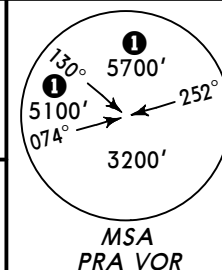
~~SPEED~~ MAX 250 KT UNTIL FL100

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.

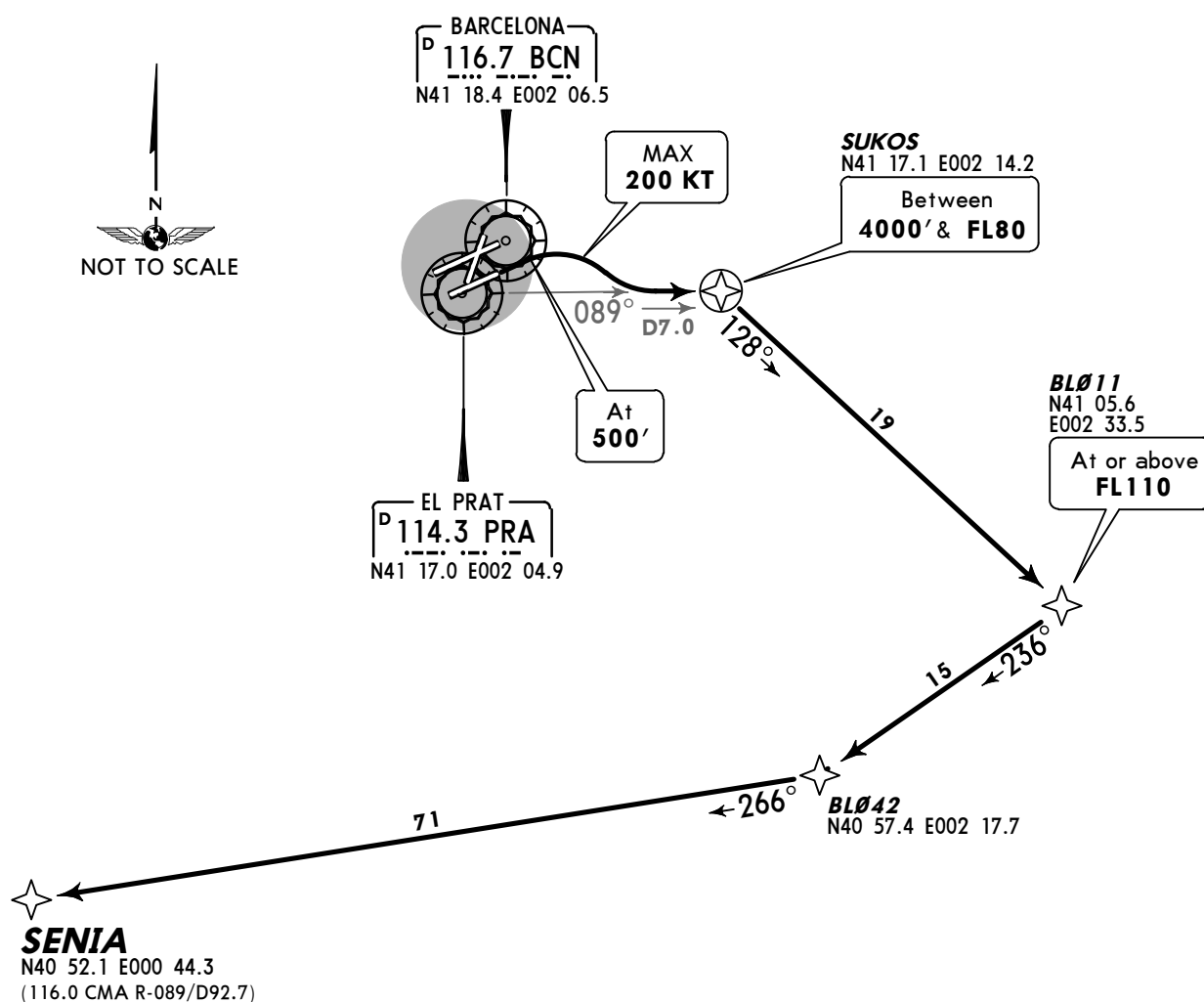


① 4300' within 15 NM

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:

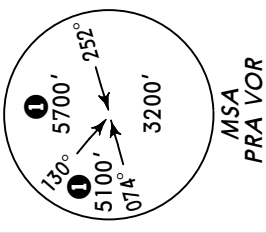
Climb and maintain **FL120** and request flight level change enroute**INITIAL CLIMB/ROUTING**

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.
LSOT ► SWW03 LSOT ► SWW03 LSOT ► SWW03 LSOT

DILUM
N41 19.7 E002 10.1Between
3000' & FL80MAX
200 KTAt
500'**BARCELONA**
P 116.7 BCN
N41 18.4 E002 06.5**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

25

(VERSO 1L, 1M: fly-by)

BL051
N41 18.8 E002 37.3

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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.

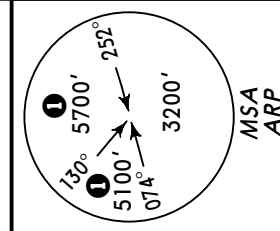
VERSO TWO PAPA (VERSO 2P) [VERS2P]
VERSO THREE QUEBEC (VERSO 3Q) [VERS3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT

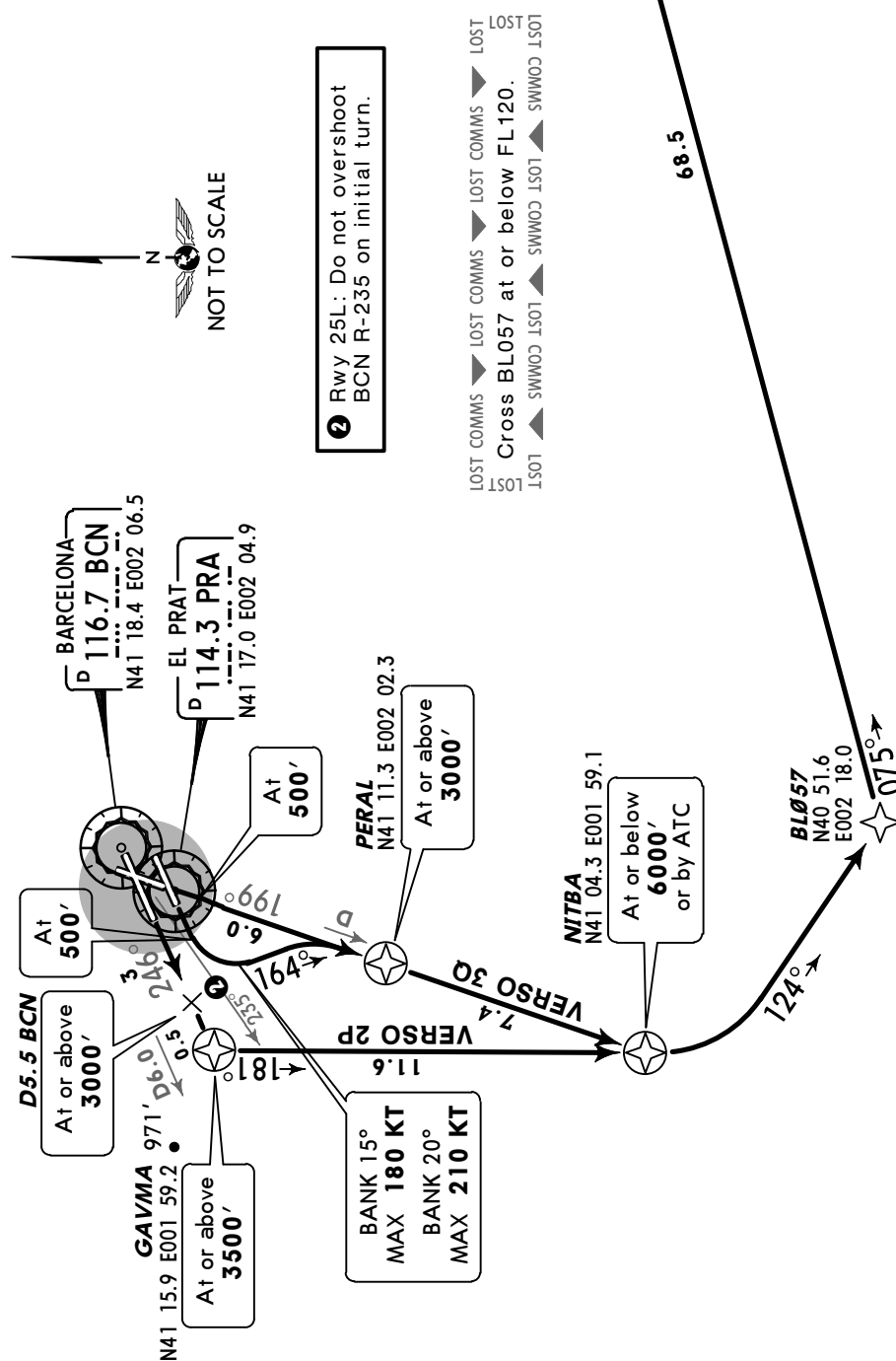
USABLE FOR P-RNAV DEPARTURES

~~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.	



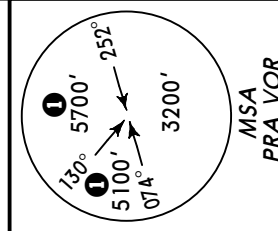
Apt Elev
14'

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.

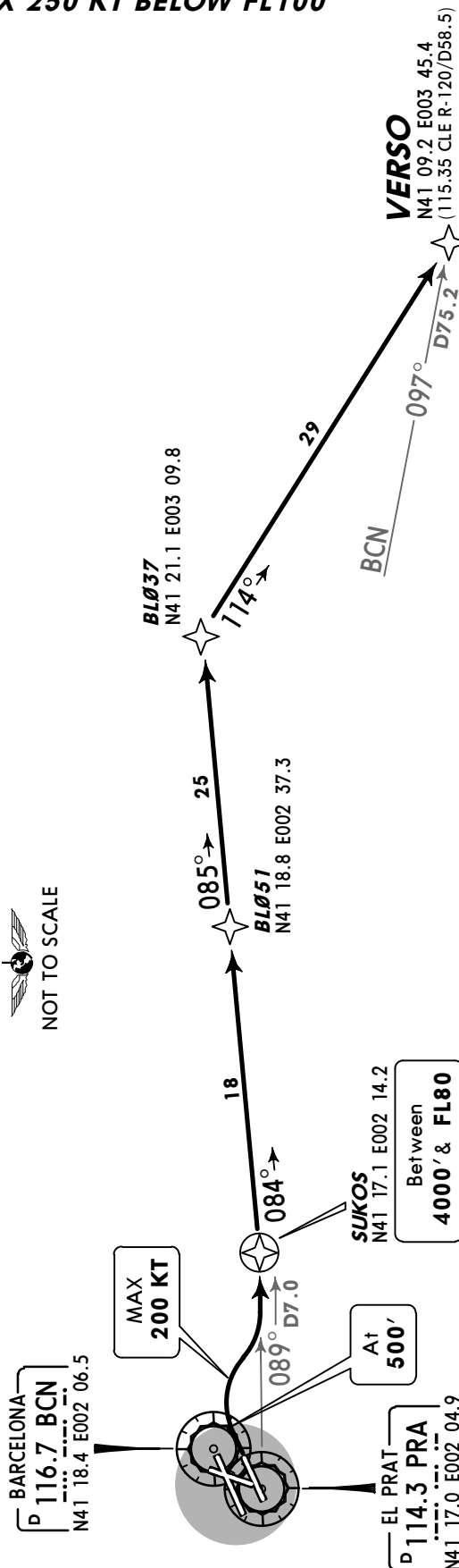
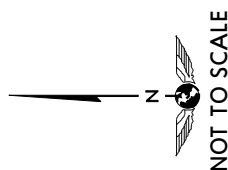
VERSO TWO ROMEO (VERSO 2R) [VERS2R]
RWY 07R RNAV DEPARTURE

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



① 4300' within 15 NM

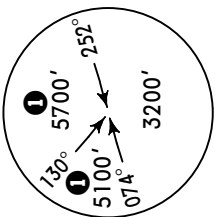
Turns before departure end of runway (DER) are not allowed.

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

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

Trans level: By ATC Trans alt: 6000'

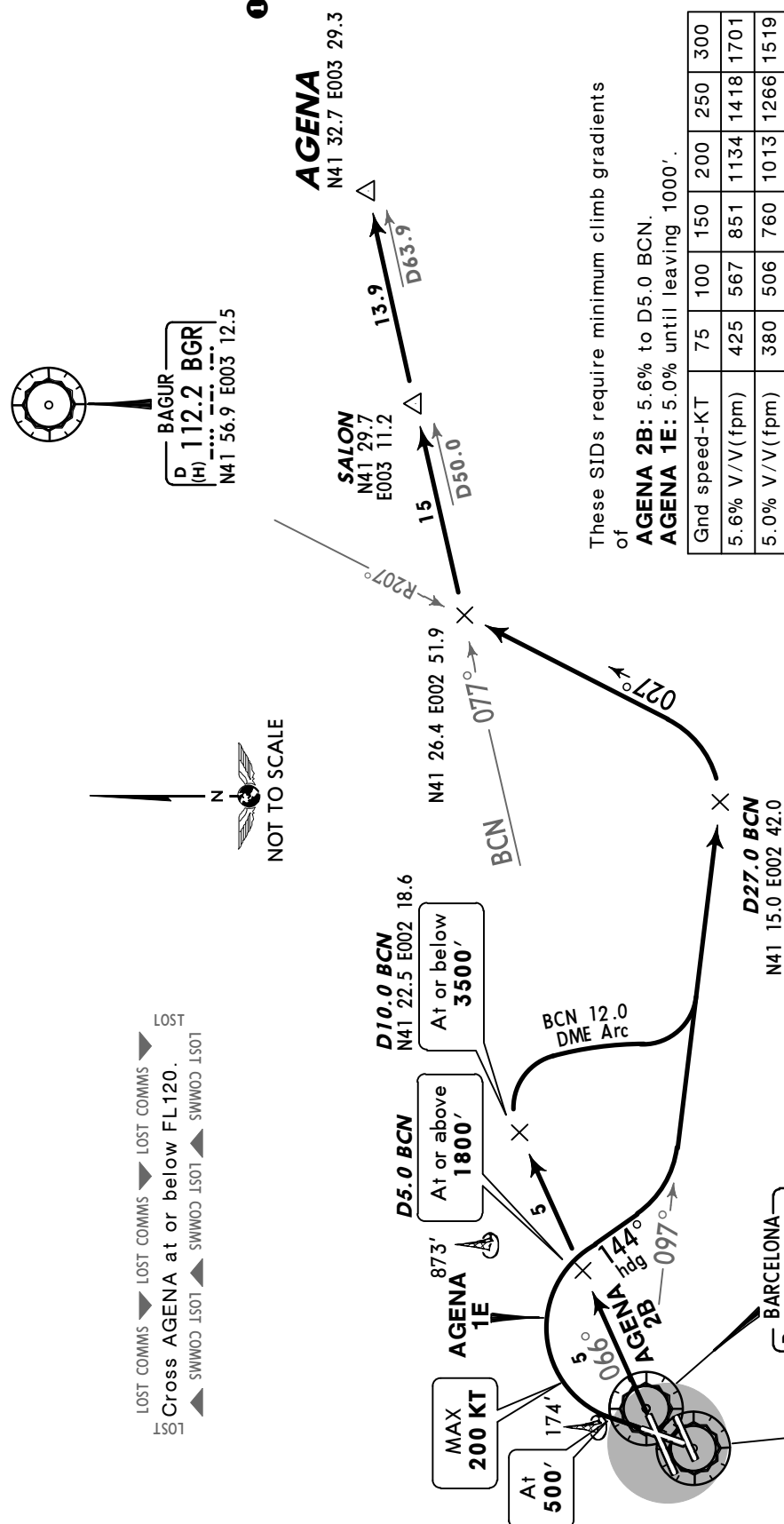
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



MSA
PRA VOR

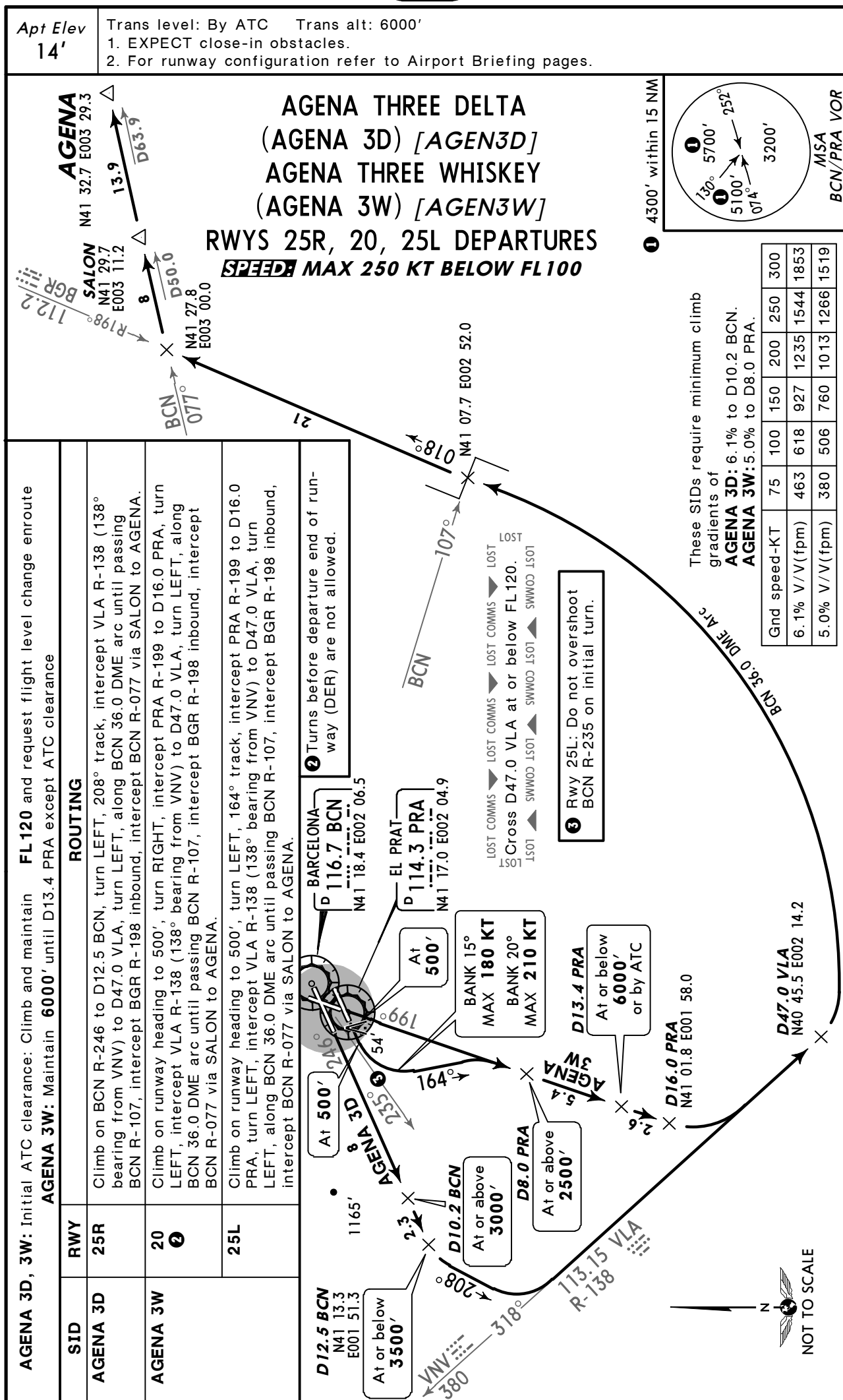
1 4300' within 15 NM

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



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

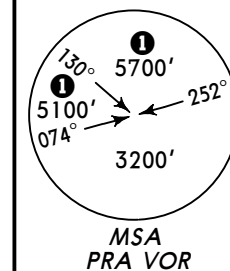


Apt Elev
14'

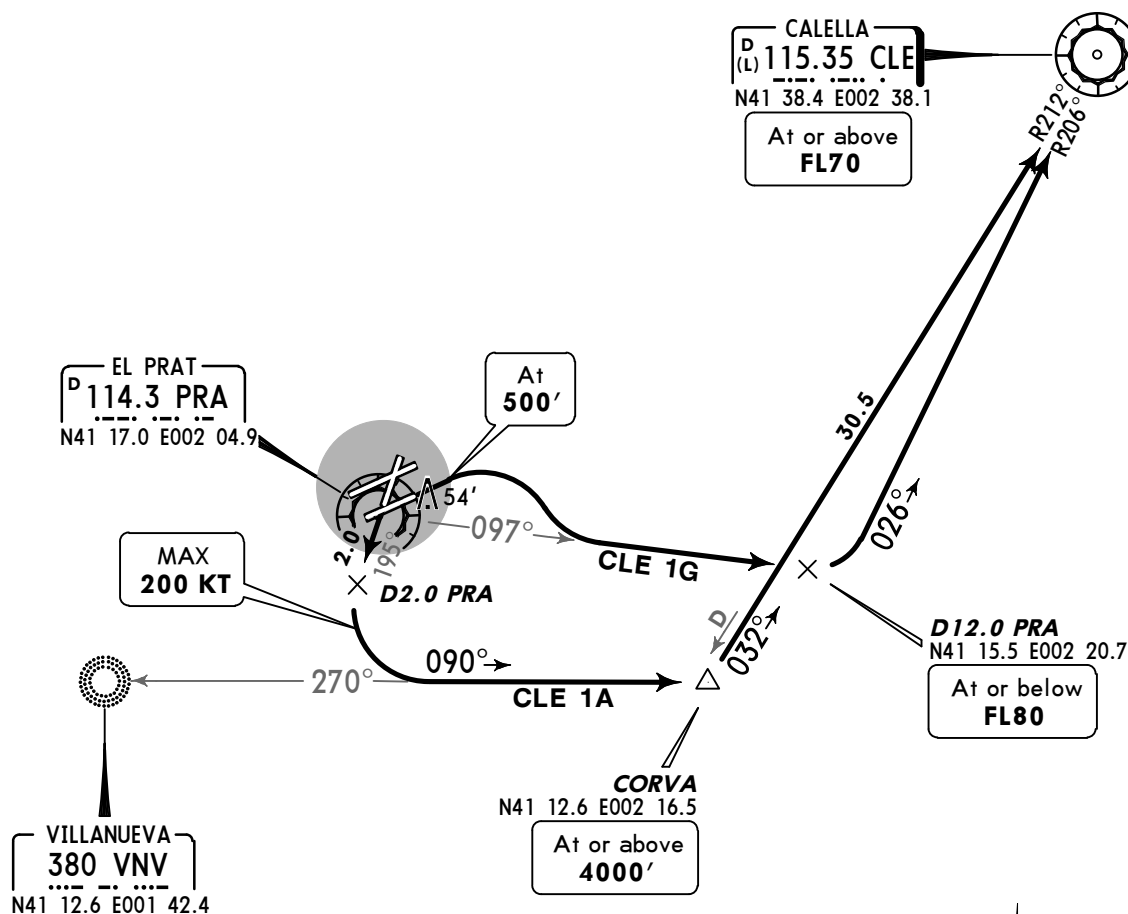
Trans level: By ATC Trans alt: 6000'

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



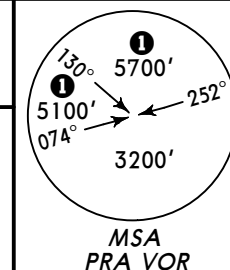
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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'

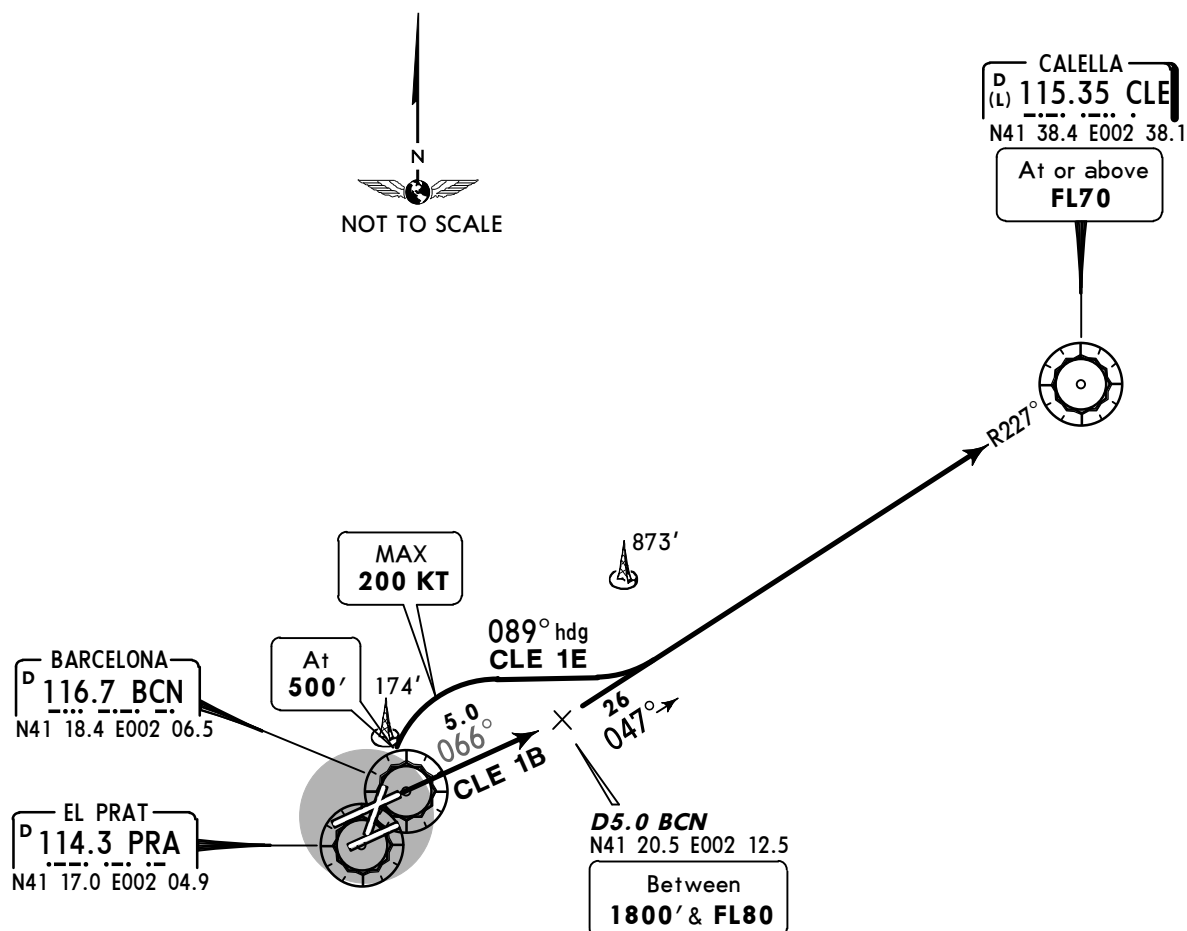
Trans level: By ATC Trans alt: 6000'

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

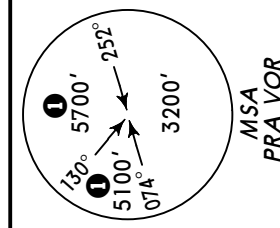
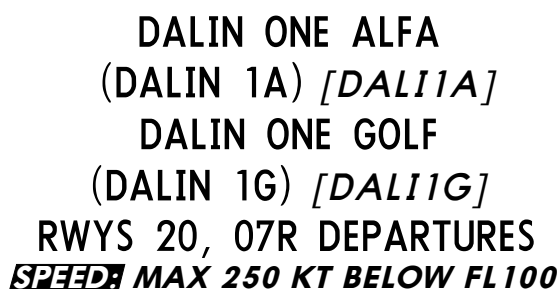
SID	RWY	ROUTING
CLE 1B	07L	Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to CLE.
CLE 1E	02 ②	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to CLE.

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

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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.

MSA
PRA VOR

1 4300' within 15 NM

ROUTING

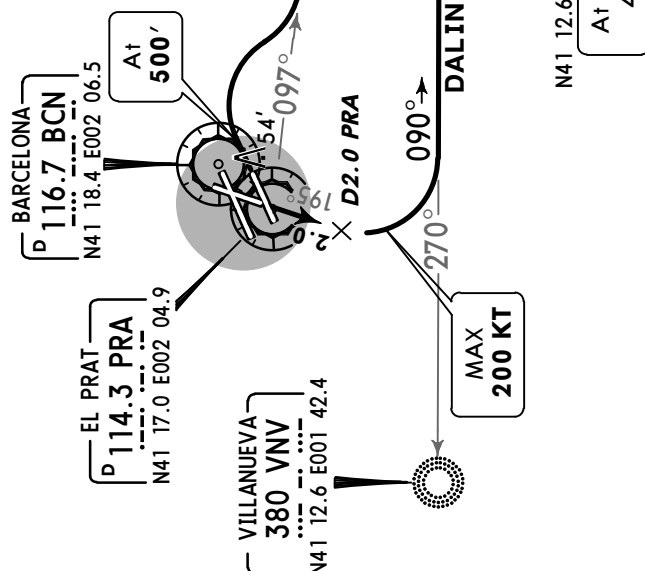
of
These SIDs require minimum climb gradients

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

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



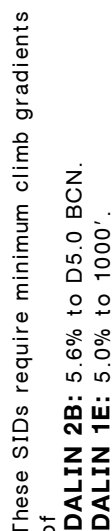
Cross DALIN at or below FL120.



Trans level: By ATC Trans alt: 6000'

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

SPEED: MAX 250 KT BELOW FL100

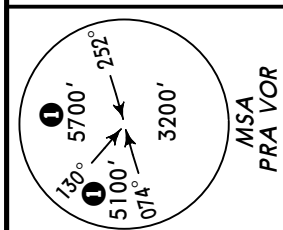


Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

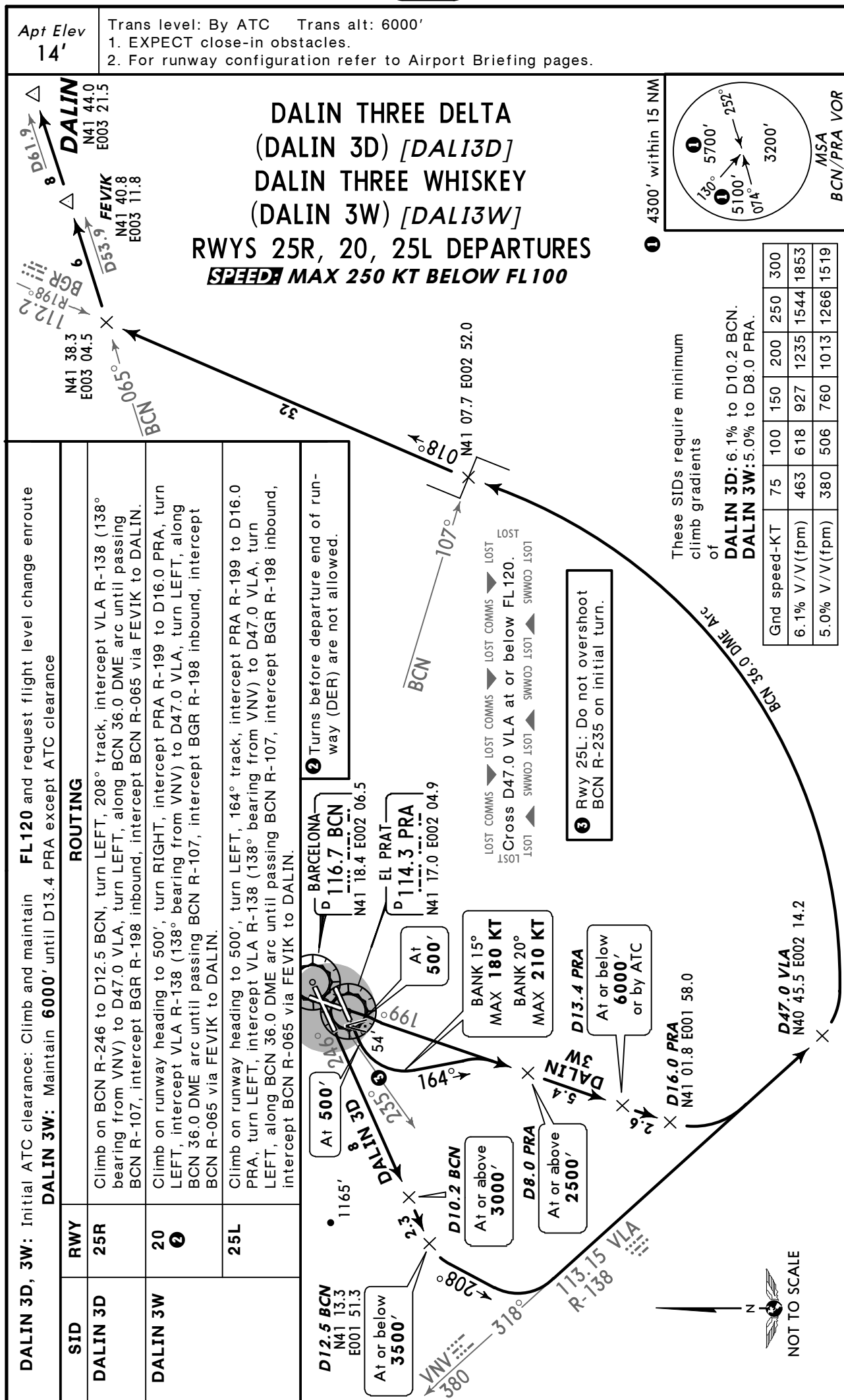
Initial ATC clearance:

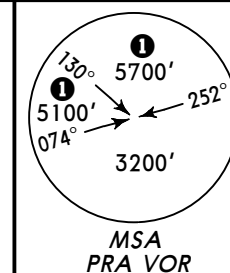
Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	ROUTING
DALIN 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN.
DALIN 1E	02 ②	Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BGR R-207 inbound, intercept BCN R-065 via FEVIK to DALIN.
② Turns before departure end of runway (DER) are not allowed.		

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

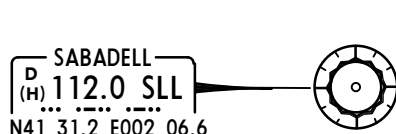
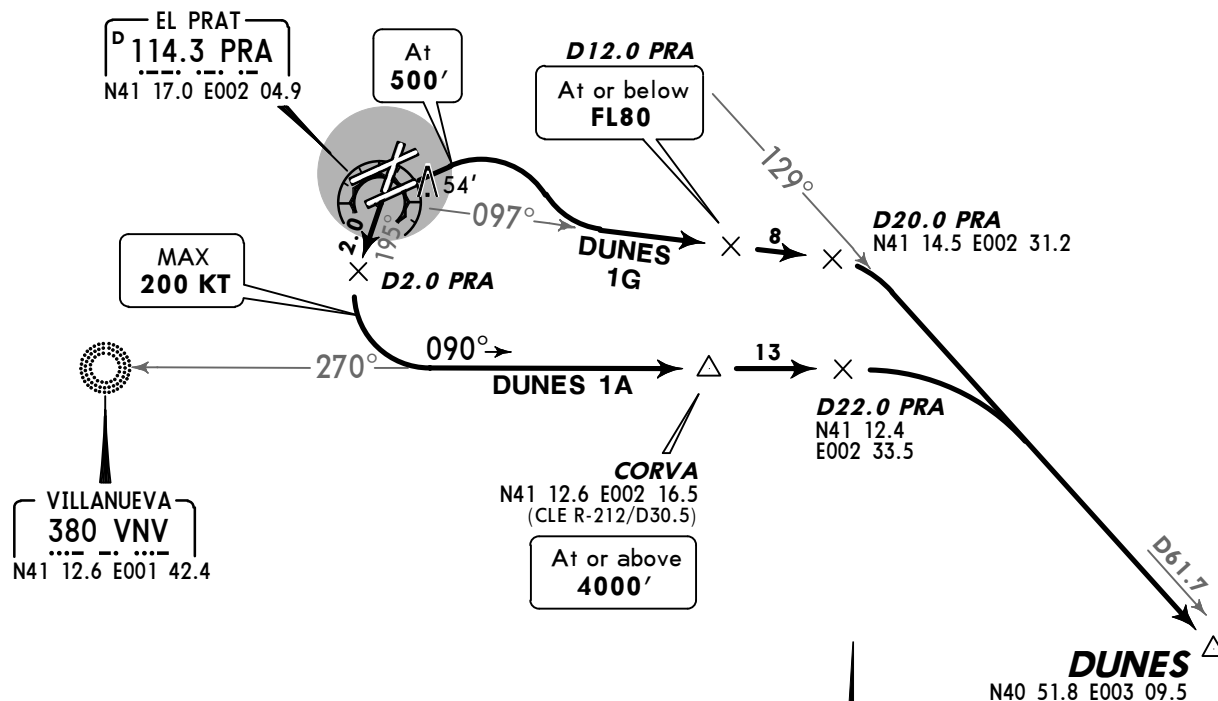


1 4300' within 15 NM



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

① 4300' within 15 NM

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

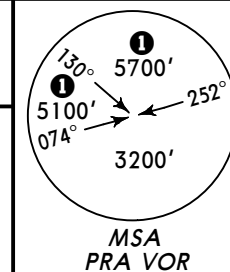
Climb and maintain **FL120** and request flight level change enroute

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.

Apt Elev
14'

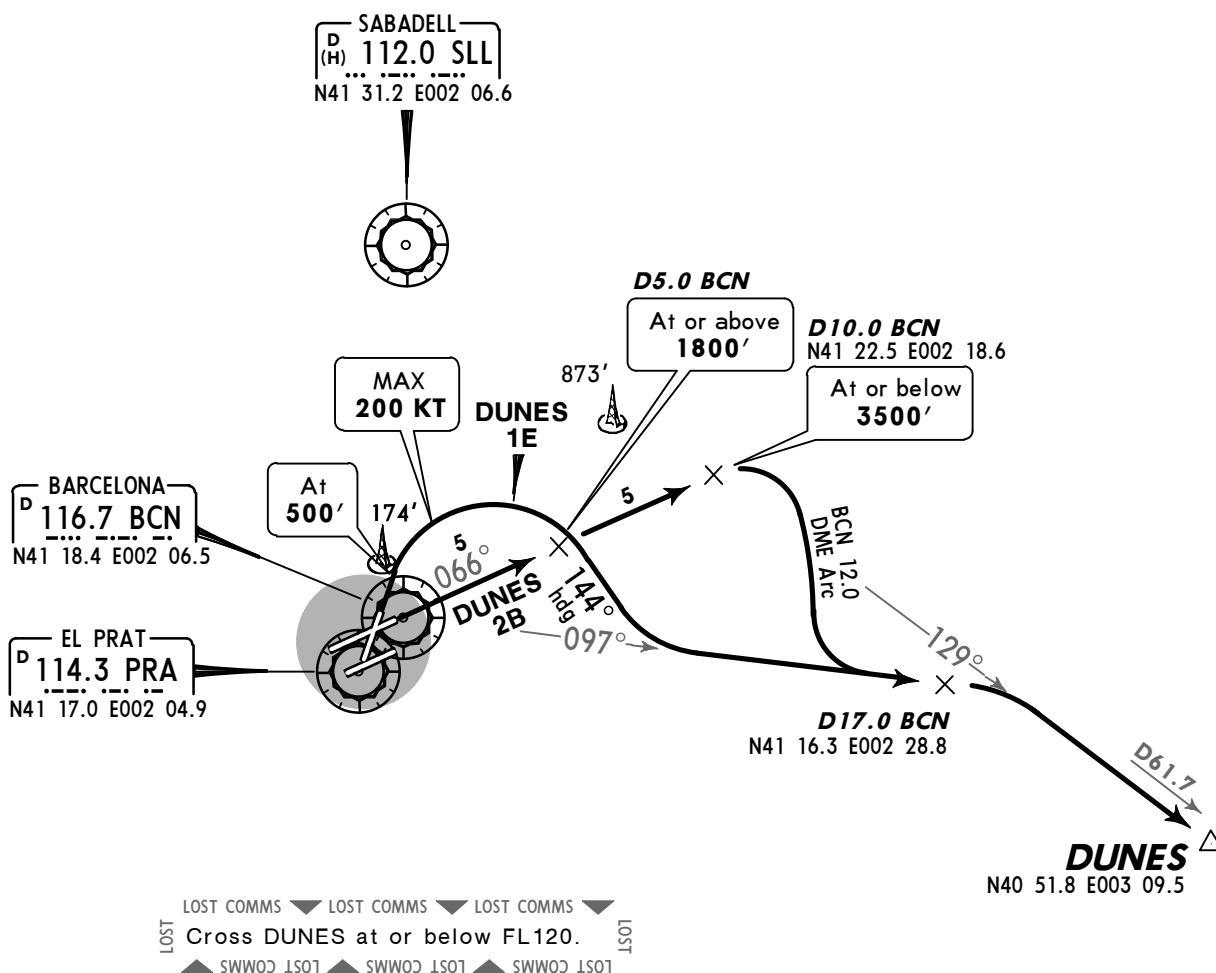
Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

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



These SIDs require minimum climb gradients
of

DUNES 2B

5.6% to D5.0 BCN.

DUNES 1E

5.0% to 1000'.

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



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

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

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

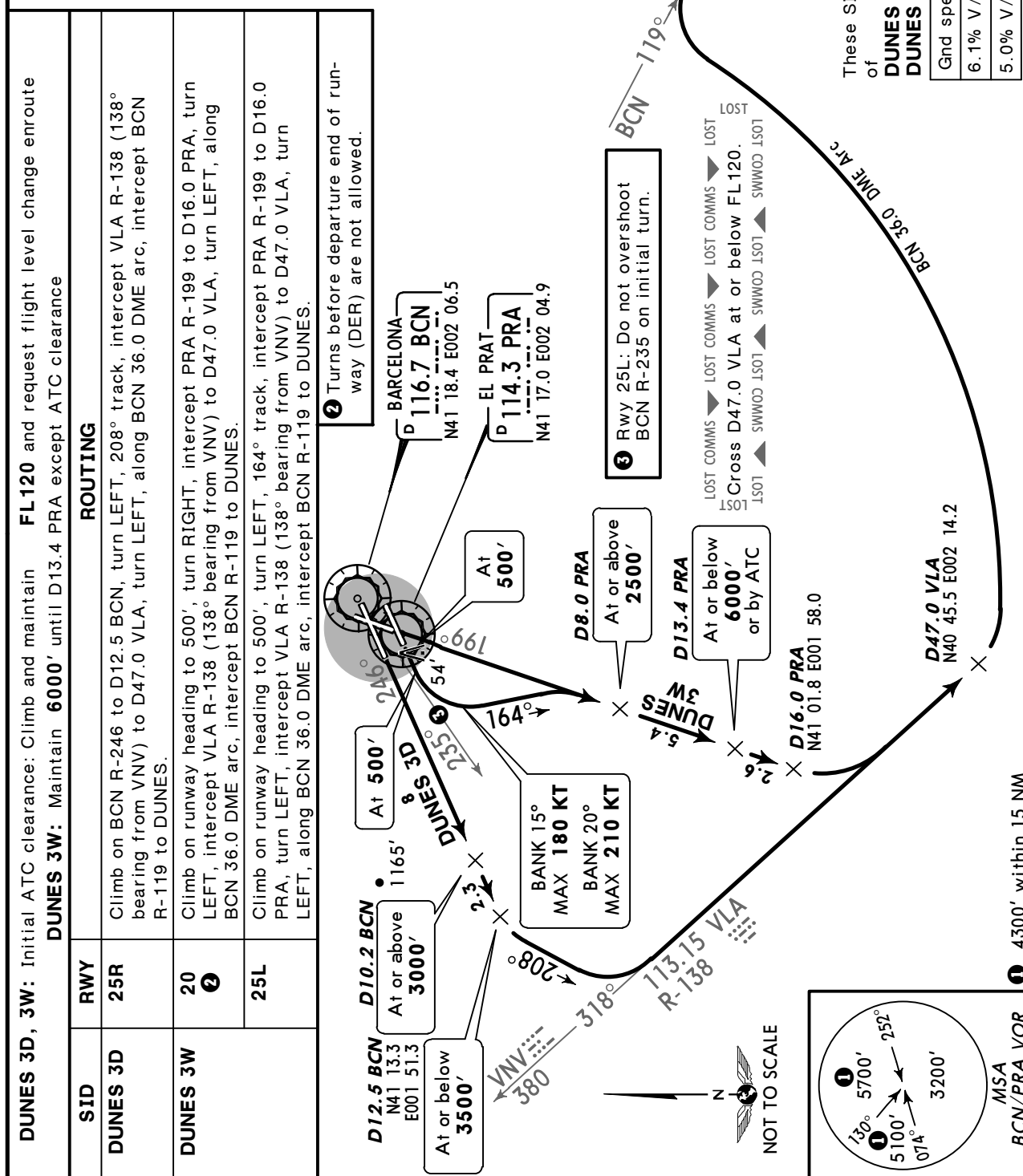
Trans level: By ATC Trans alt: 6000'

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

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

These SIDs require minimum climb gradients of **DUNES 3D: 6.1% to D10.2 BCN.**

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

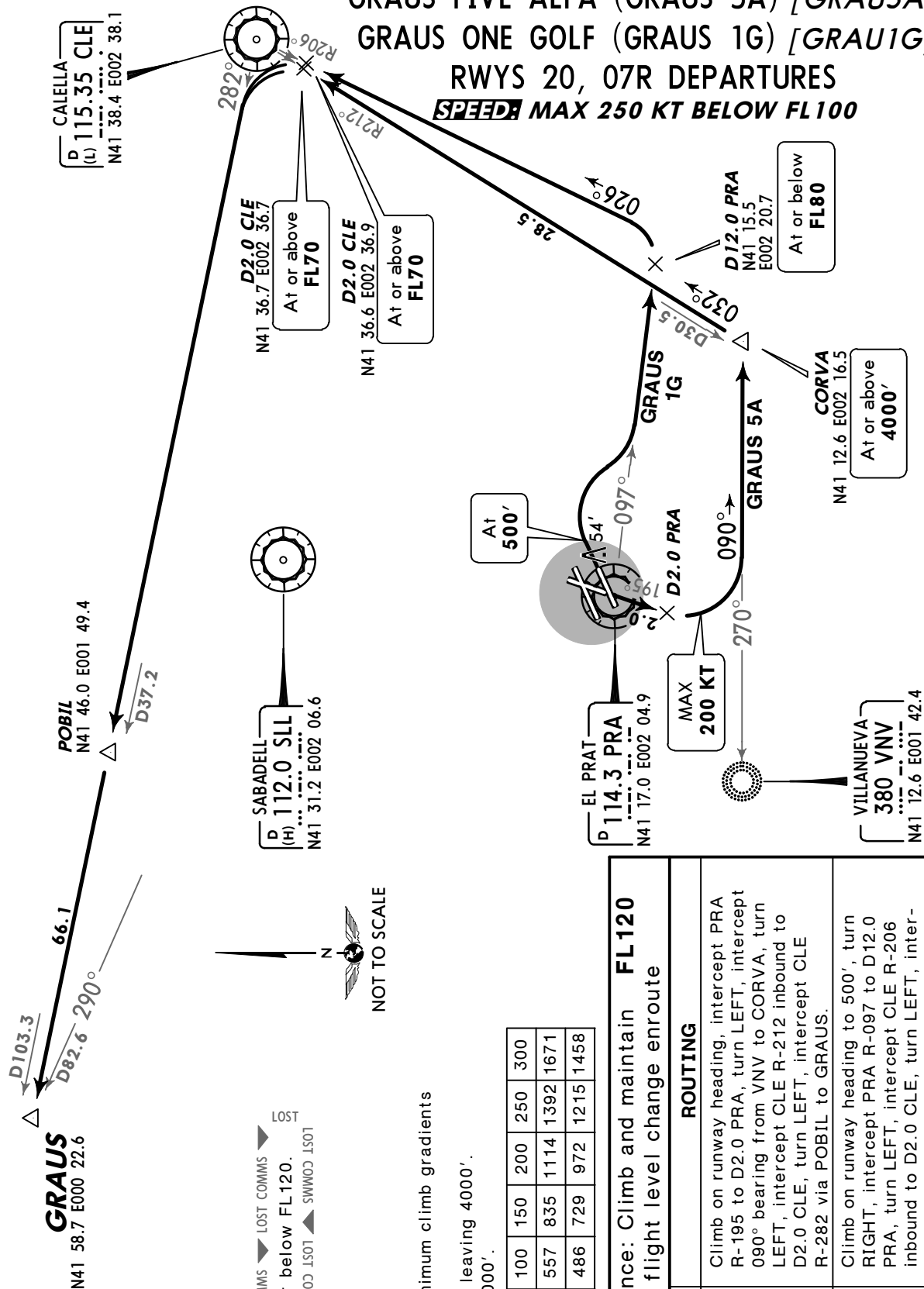


Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

1. EXPECT close-in obstacles.

2. For runway configuration refer to Airport Briefing pages.

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

These SIDs require minimum climb gradients

of

GRAUS 5A: 5.5% until leaving 4000'.**GRAUS 1G:** 4.8% to 1000'.

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

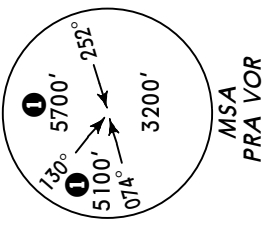
Initial ATC clearance: Climb and maintain **FL120**
and request flight level change enroute

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

Apt Elev
14'

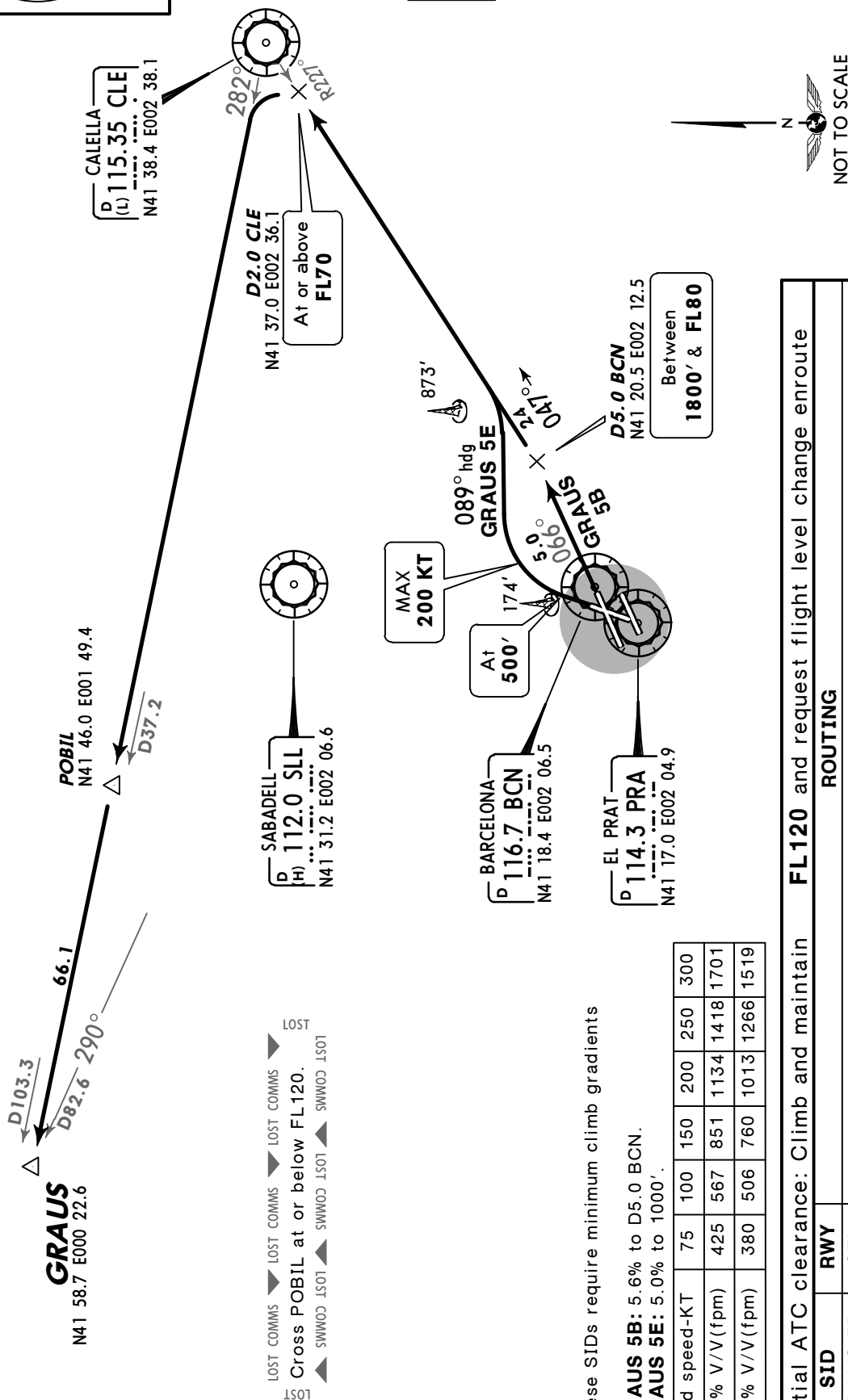
Trans level: By ATC Trans alt: 6000'

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



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

① 4300' within 15 NM



These SIDs require minimum climb gradients

of
GRAUS 5B: 5.6% to D5.0 BCN.
GRAUS 5E: 5.0% to 1000'.

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

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

ROUTING

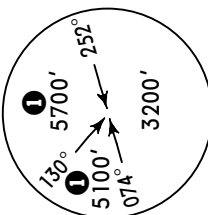
SID	RWY	ROUTING
GRAUS 5B	07L	Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.
GRAUS 5E	02	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn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

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

Apt Elev
14'

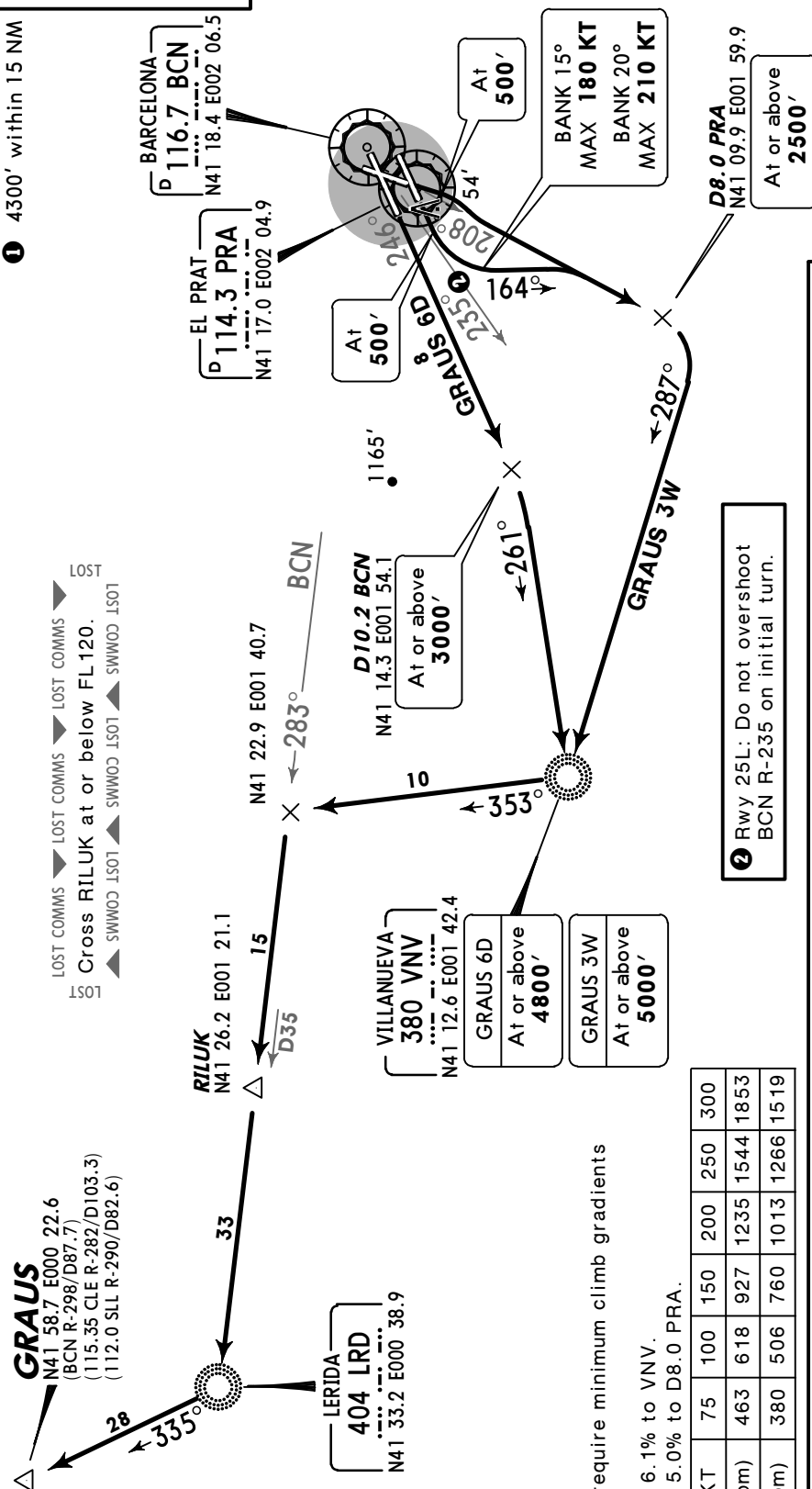
Trans level: By ATC Trans alt: 6000'

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



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

① 4300' within 15 NM



These SIDs require minimum climb gradients

of GRAUS 6D: 6.1% to VNV.

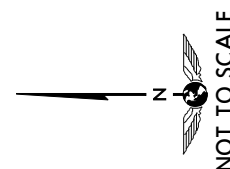
GRAUS 3W: 5.0% to D8.0 PRA.

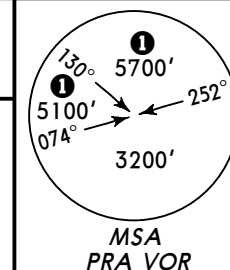
Gnd speed-KT	75	100	150	200	250	300
6.1% V/V(fpm)	463	618	927	1235	1544	1853
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
GRAUS 6D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 335° bearing to GRAUS.
GRAUS 3W	20	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.
	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 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.

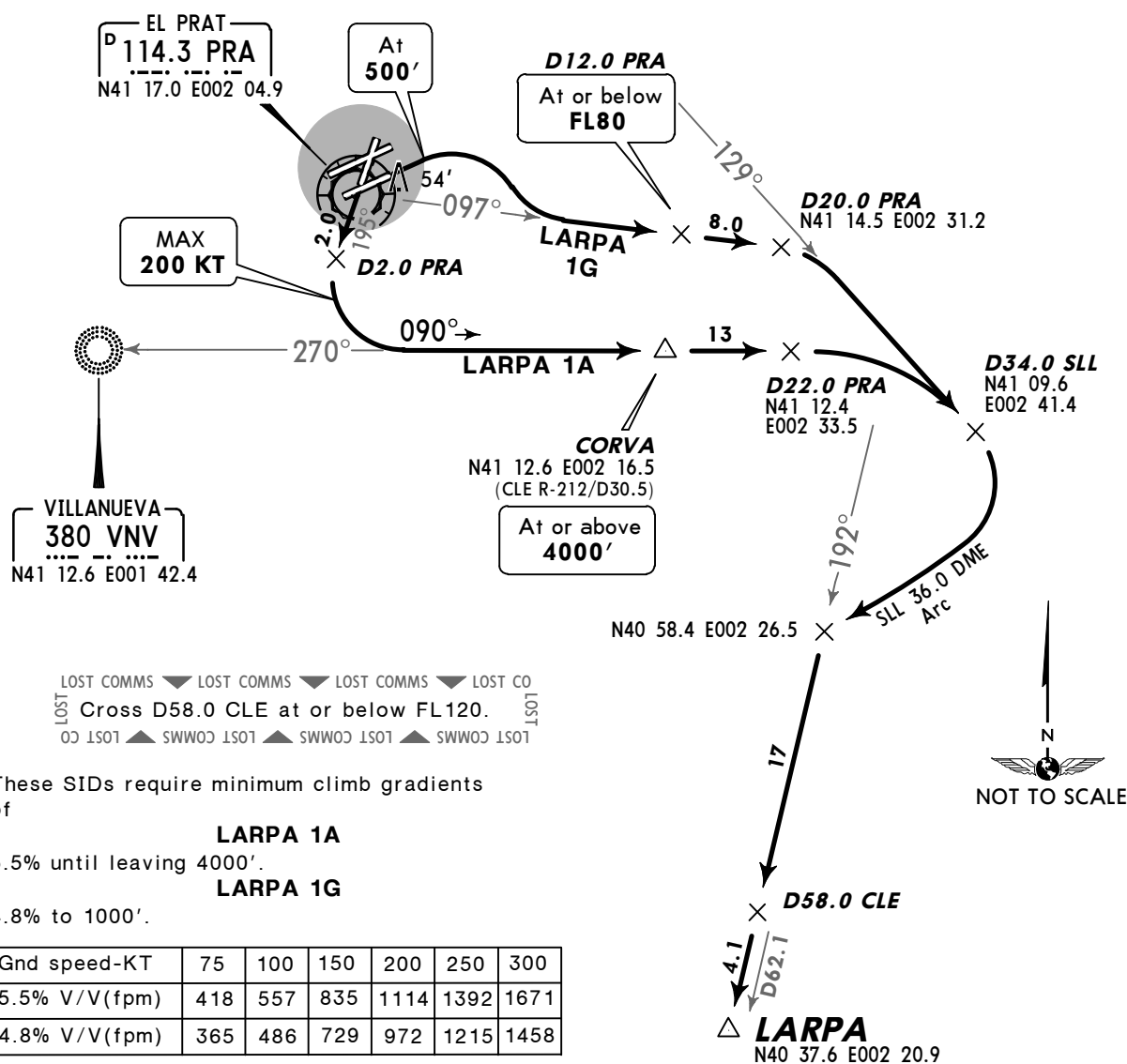


Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

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

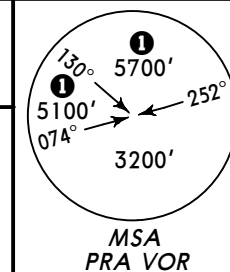
SID	RWY	ROUTING
LARPA 1A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA.
LARPA 1G	07R	Climb on runway heading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

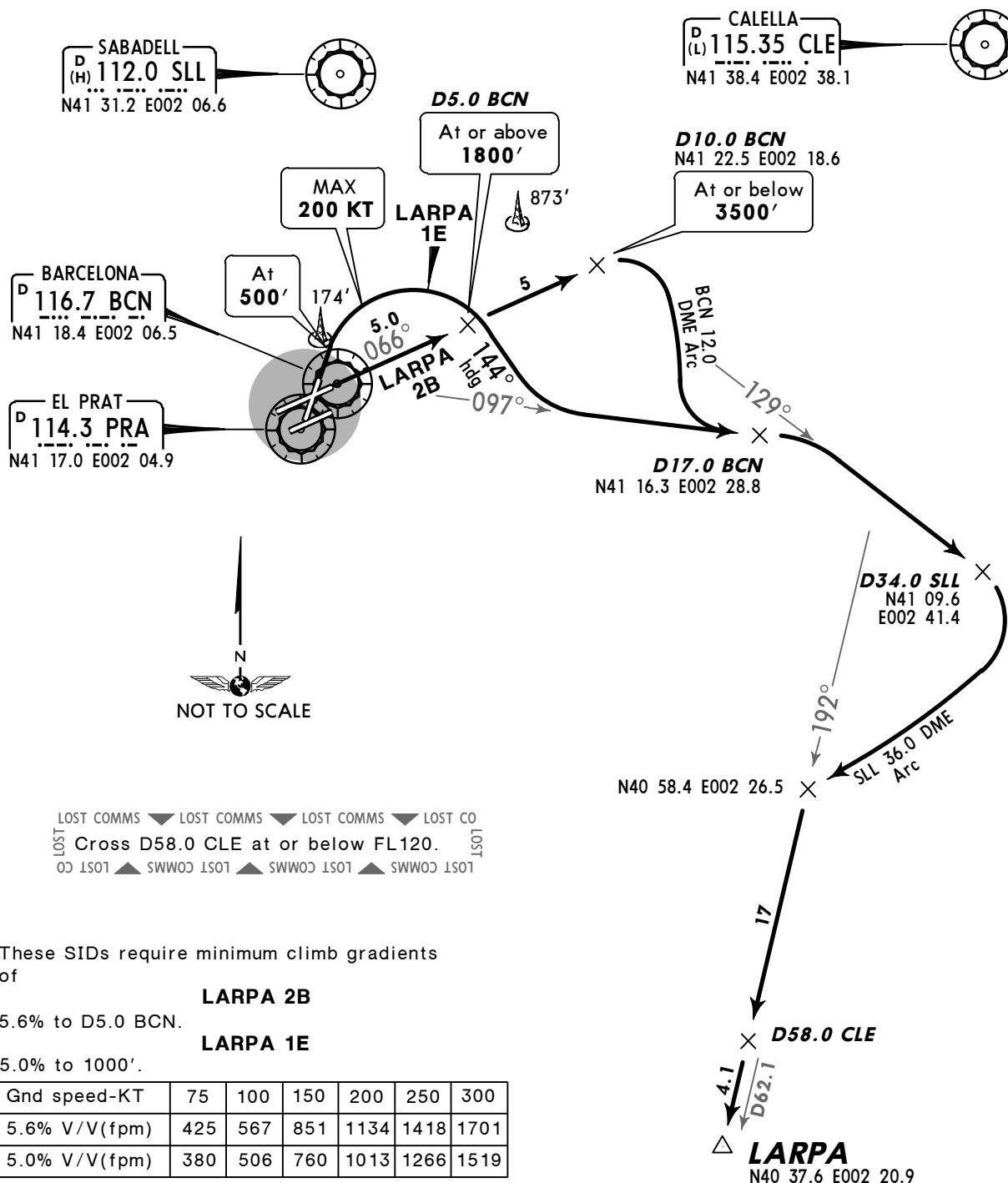
2. For runway configuration refer to Airport Briefing pages.



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

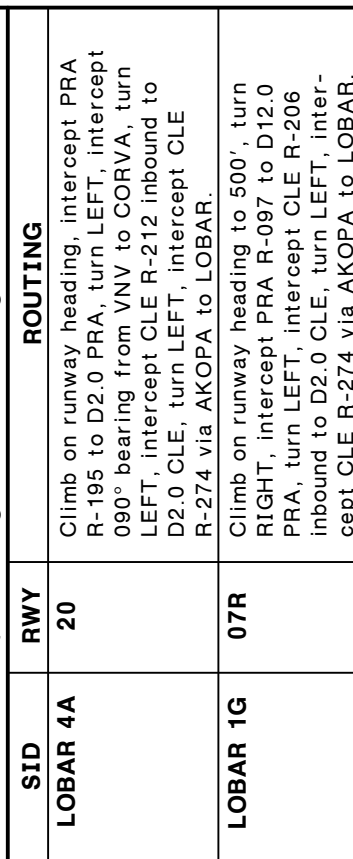
SID	RWY	ROUTING
LARPA 2B	07L	Climb on runway heading to BCN, BCN R-066 to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to LARPA.
LARPA 1E	02 ②	Climb on runway heading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

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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.

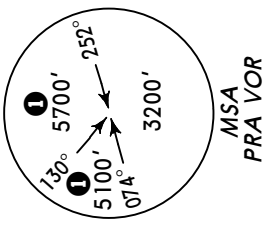


Apt Elev
14'

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]

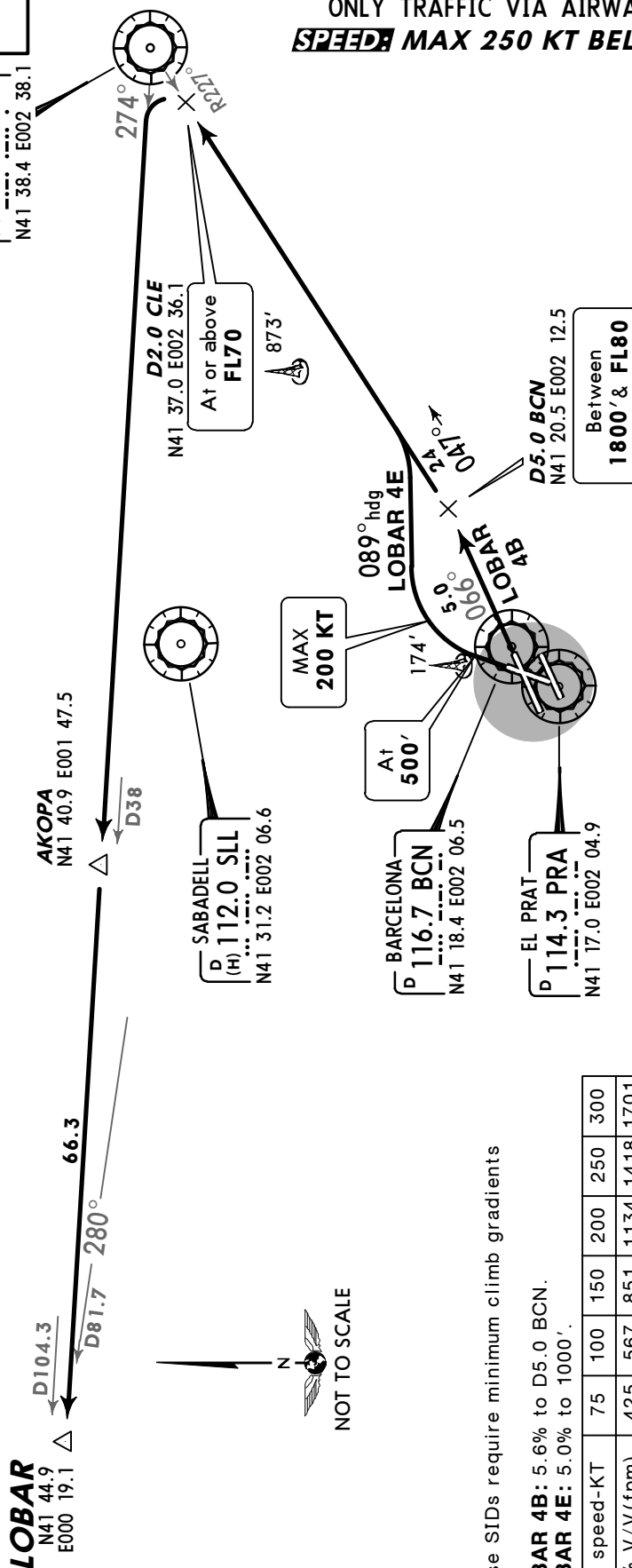
LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]

RWYS 07L, 02 DEPARTURES

ONLY TRAFFIC VIA AIRWAY UN 725

~~SPEEDS~~ MAX 250 KT BELOW FL100

① 4300' within 15 NM

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

These SIDs require minimum climb gradients

of

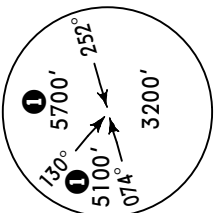
LOBAR 4B: 5.6% to D5.0 BCN.

LOBAR 4E: 5.0% to 1000'.

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

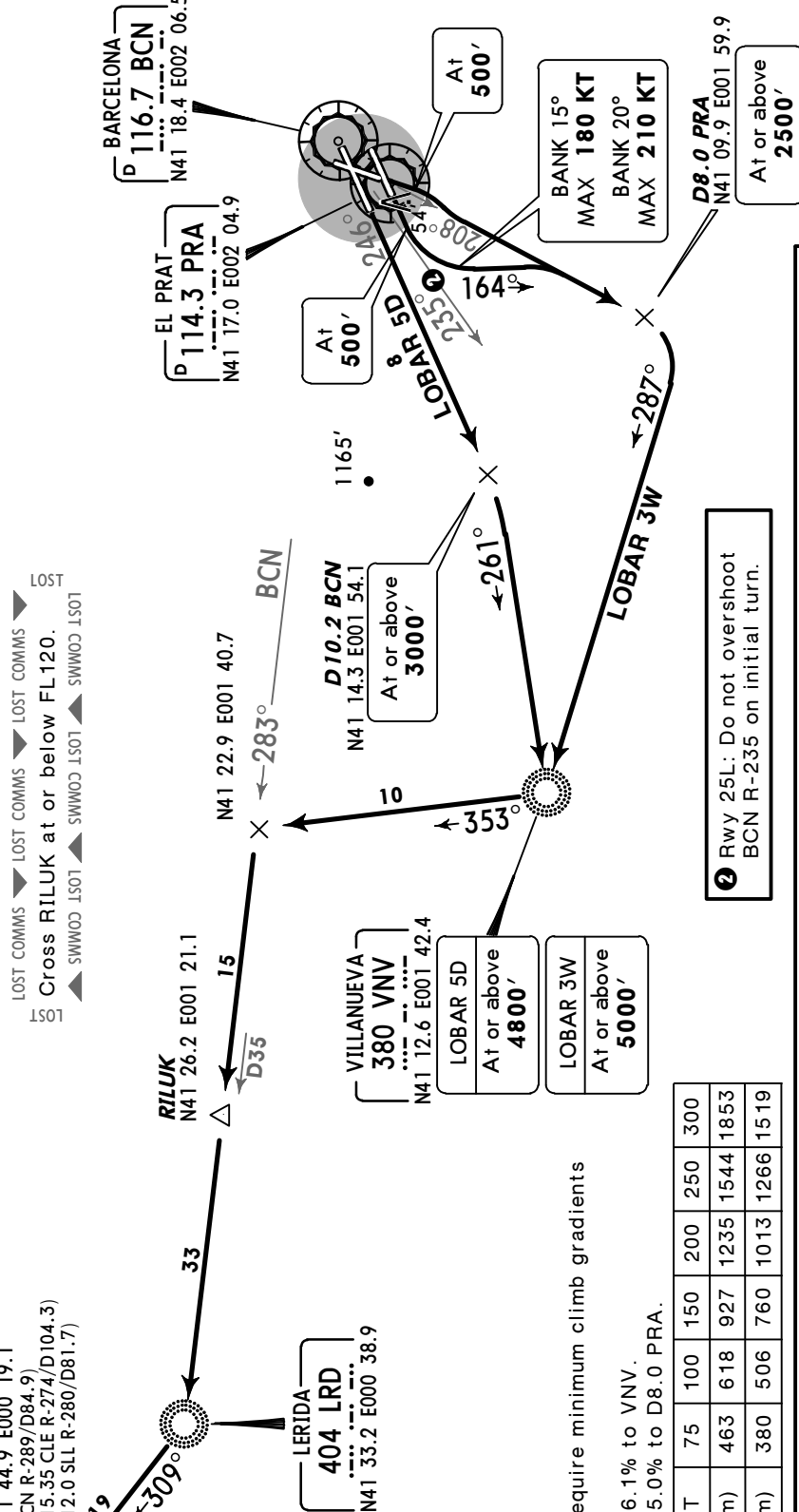
Initial ATC clearance: Climb and maintain **FL120** and request flight level change enroute

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

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

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

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, 309° bearing to LOBAR.

Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.

Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.

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

Trans level: By ATC Trans alt: 6000'

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

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



ROUTING

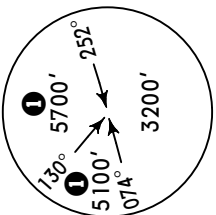
SID	RWY
LOTOS 1A	20
LOTOS 1G	07R

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

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

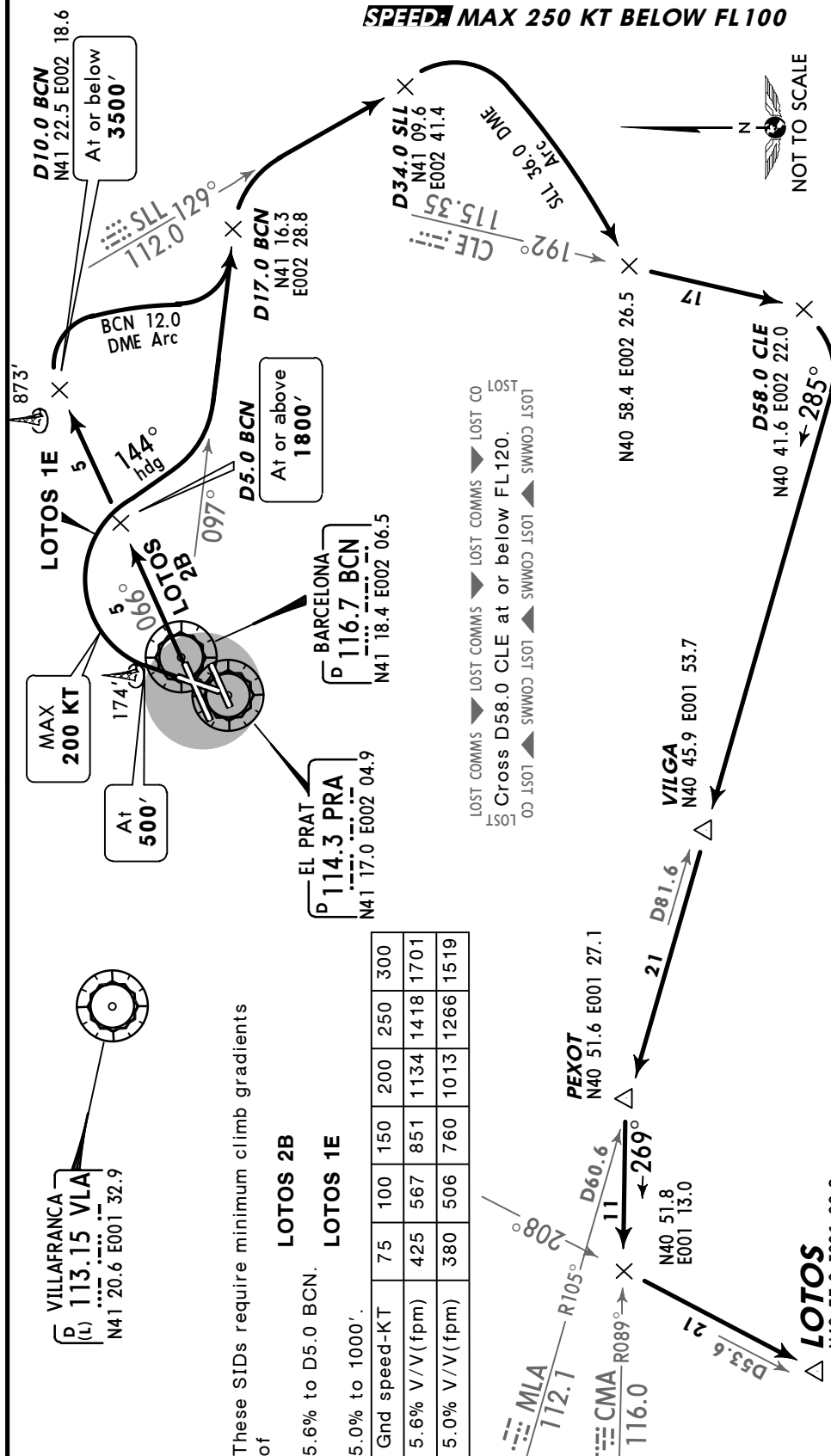
Trans level: By ATC Trans alt: 6000'

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

MSA
PRA VOR

1 4300' within 15 NM

LOTOS 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 FL 100



LOTOS 2B

LOTOS 1E

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
LOTOS 2B	07L	Climb on runway heading to BCN, BCN R-066 to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS.
LOTOS 1E	02 	Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS.

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

VILLA FRANCA
D
(L) 113.15 VLA
... ..
N41 20.6 E001 32.9

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

Cross BANBU at or below FL120.

REUS
D
(H) 114.2 RES
... ..
N41 09.0 E001 10.3

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

D10.2 BCN 1165
At or above •

1165

D11.2 PRA
At or below
6000'
or by ATC

BANK 15°
MAX 180 KT

BANK 20°
MAX 210 KT

D8.0 PRA
At or above
2500'

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

Diagram illustrating the relationship between LOTOS and LOTOS++ states:

- LOTOS state N40 (52.2) and E001 (13.0) are connected by a thick arrow labeled 22, with a sub-label $D_{53.6}$.
- LOTOS++ state N40 (33.0) and E001 (00.2) are also connected by a thick arrow labeled 22.
- A dashed arrow labeled 20 points from LOTOS N40 to LOTOS++ N40.
- A dashed arrow labeled 15 points from LOTOS E001 to LOTOS++ E001.

NOT TO SCALE

These SIDs require minimum climb gradients of

LOTOS 4D:	6.1% to D10.2 BCN.
LOTOS 4W:	5.0% to D8.0 PRA.

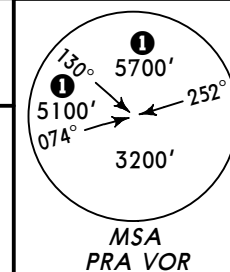
Gnd speed-KT	75	100	150	200	250	300
6.1% V/V(fpm)	463	618	927	1235	1544	1853
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
LOTOS 4D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.
LOTOS 4W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound, intercept PRA R-238 via BANBU, intercept VLA R-208 to LOTOS.

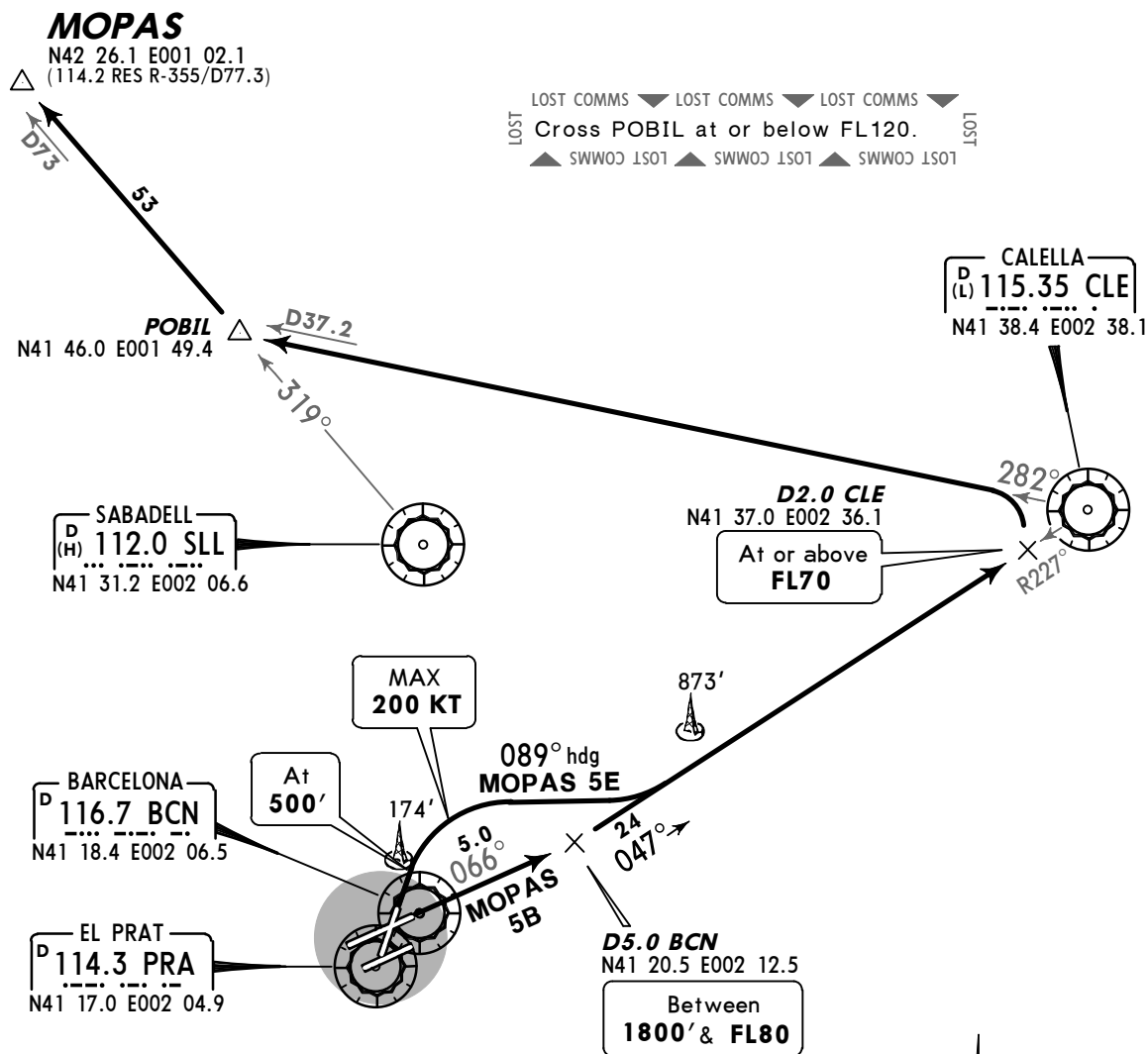
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Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

① 4300' within 15 NM

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

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

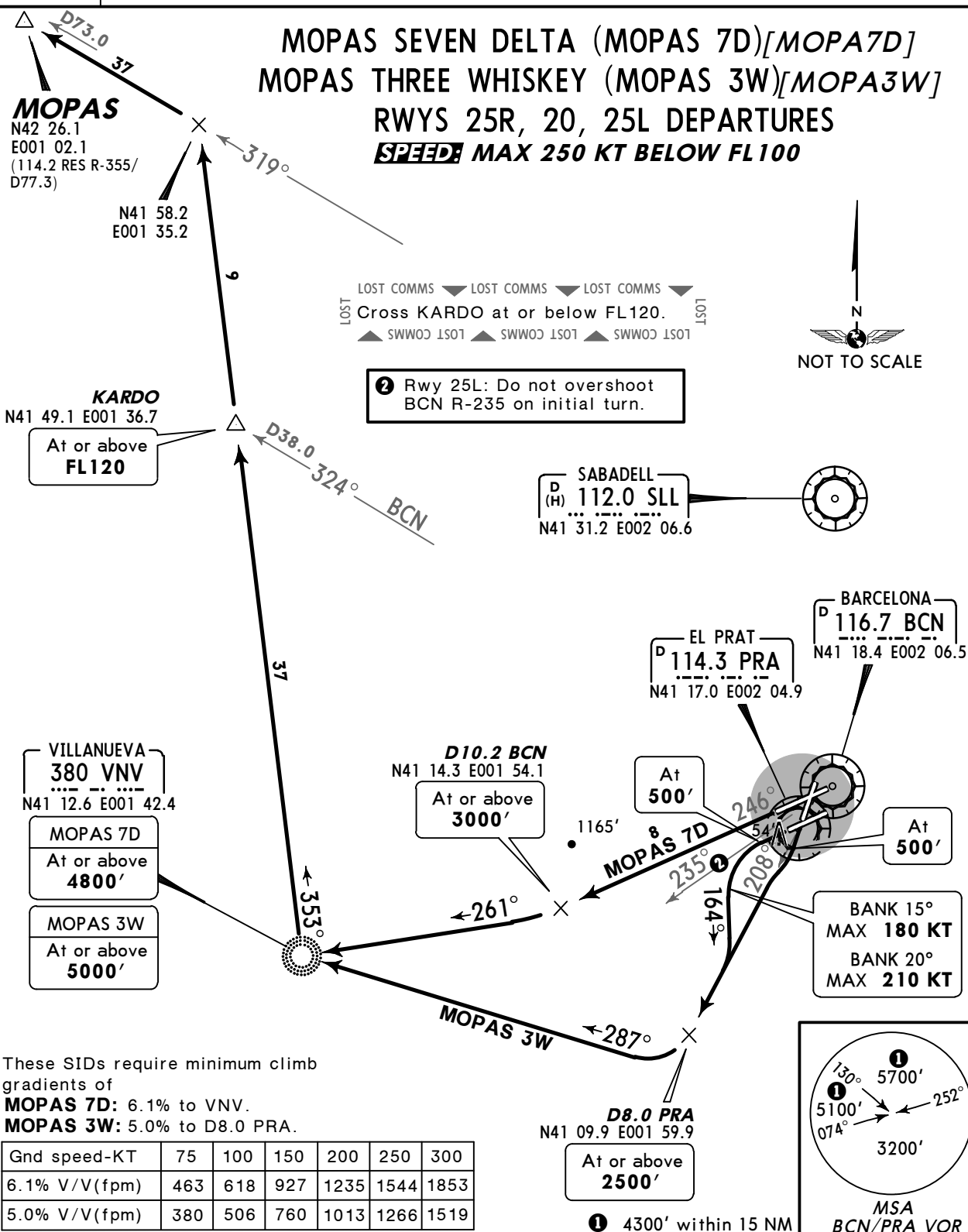
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V(fpm)	425	567	851	1134	1418	1701
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial ATC clearance:

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

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

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

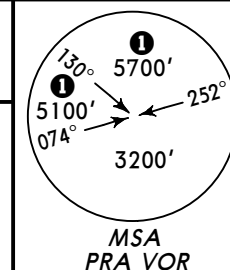
Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

Initial ATC clearance:

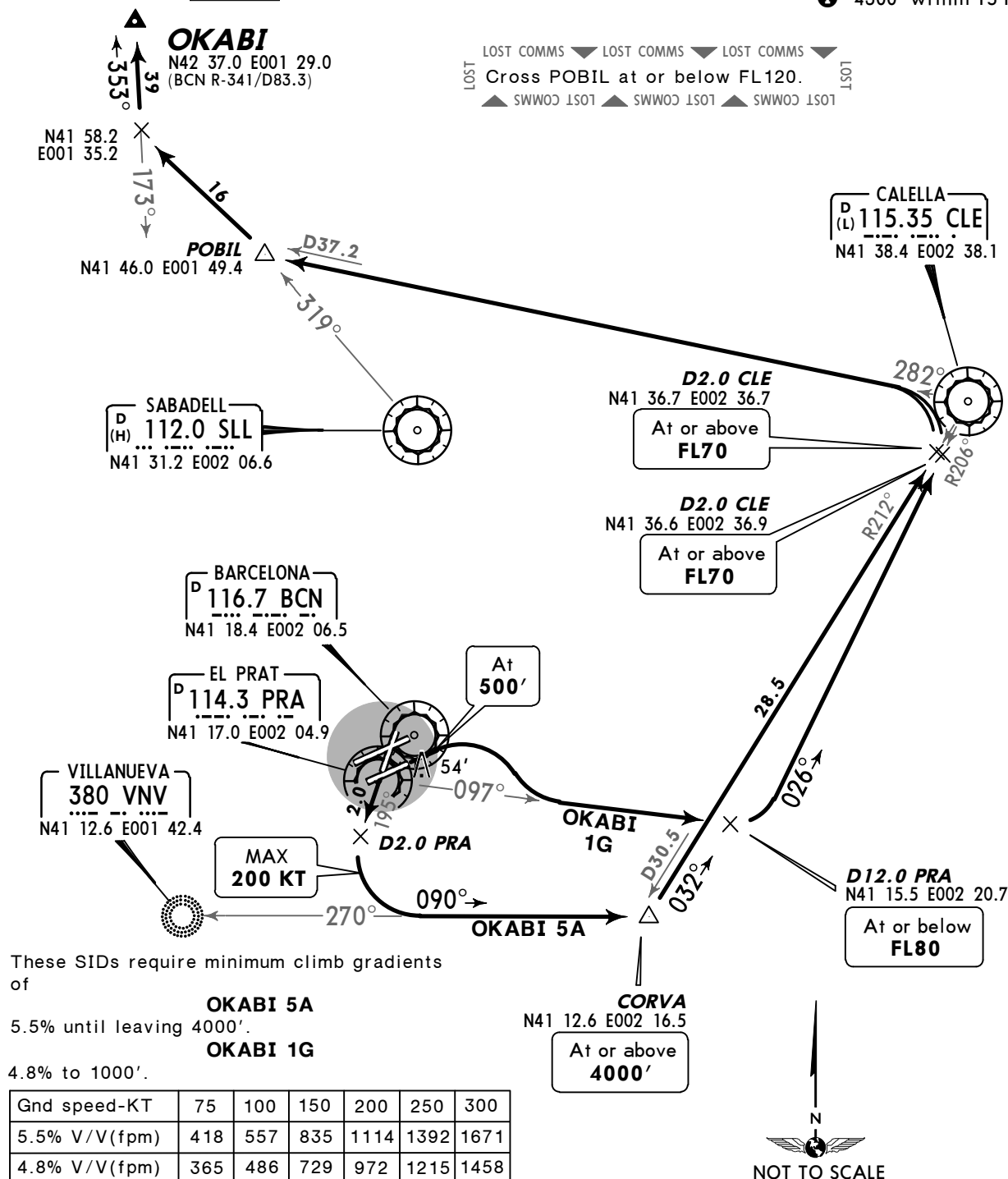
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
MOPAS 7D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R-319 to MOPAS.
MOPAS 3W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R-319 to MOPAS.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO, intercept SLL R-319 to MOPAS.

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

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

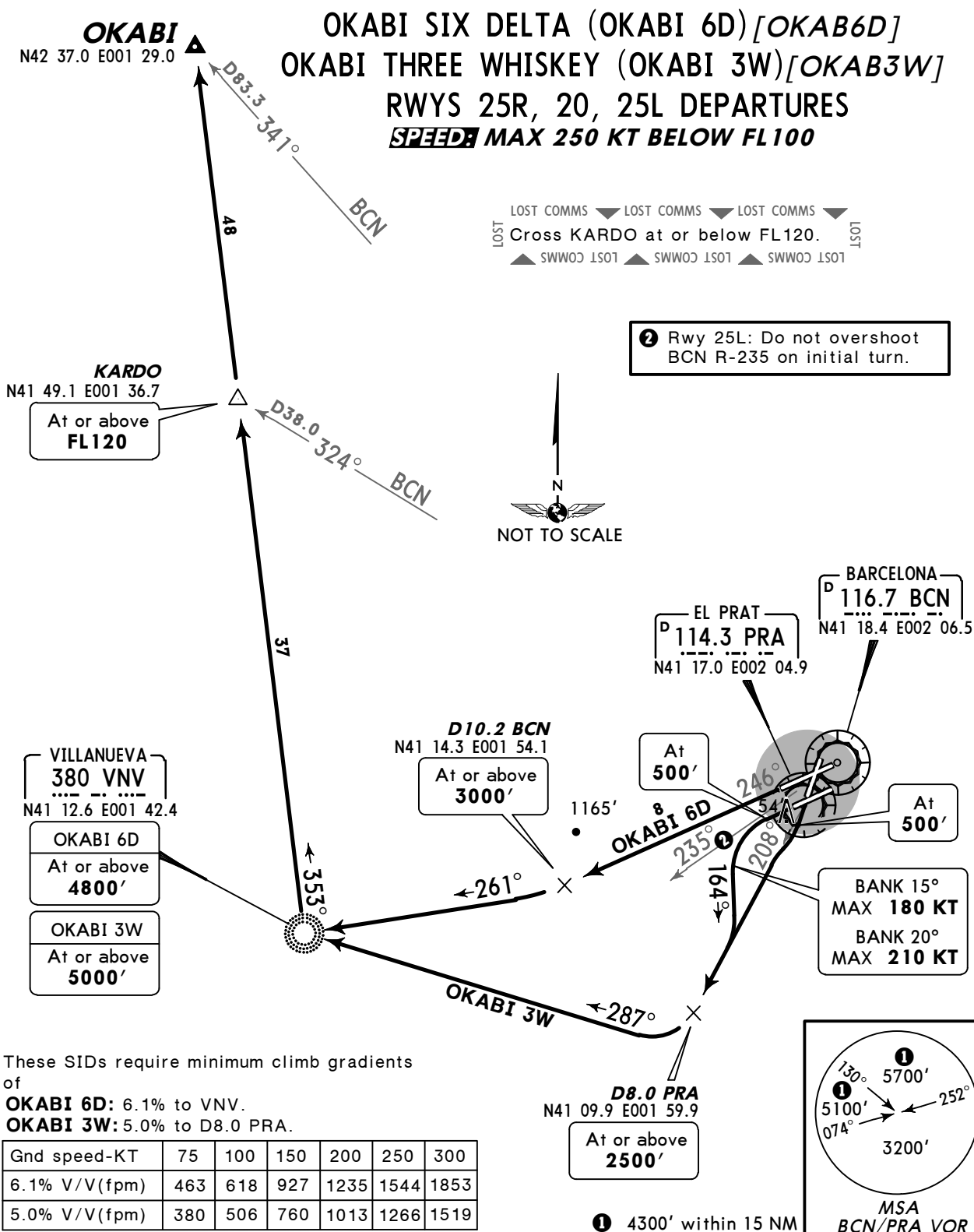
① 4300' within 15 NM

**OKABI FIVE ALFA (OKABI 5A) [OKAB5A]
OKABI ONE GOLF (OKABI 1G) [OKAB1G]
RWYS 20, 07R DEPARTURES
SPEED MAX 250 KT BELOW FL100**Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
OKABI 5A	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.
OKABI 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.

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

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Apt Elev
14'Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

SID	RWY	ROUTING
OKABI 6D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.
OKABI 3W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing via KARDO to OKABI.

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

Trans level: By ATC Trans alt: 6000'

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

RWYS 20, 07R DEPARTURES
WHEN CMA COVERAGE FAILURE BELOW FL240
RADAR ASSISTANCE IS AVAILABLE

SPEED: MAX 250 KT BELOW FL100



SID	RWY	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.

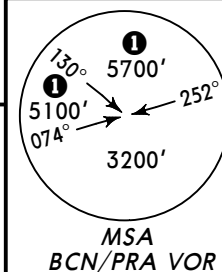
Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV via CORVA to D22.0 PRA, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT,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

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.

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Apt Elev
14'

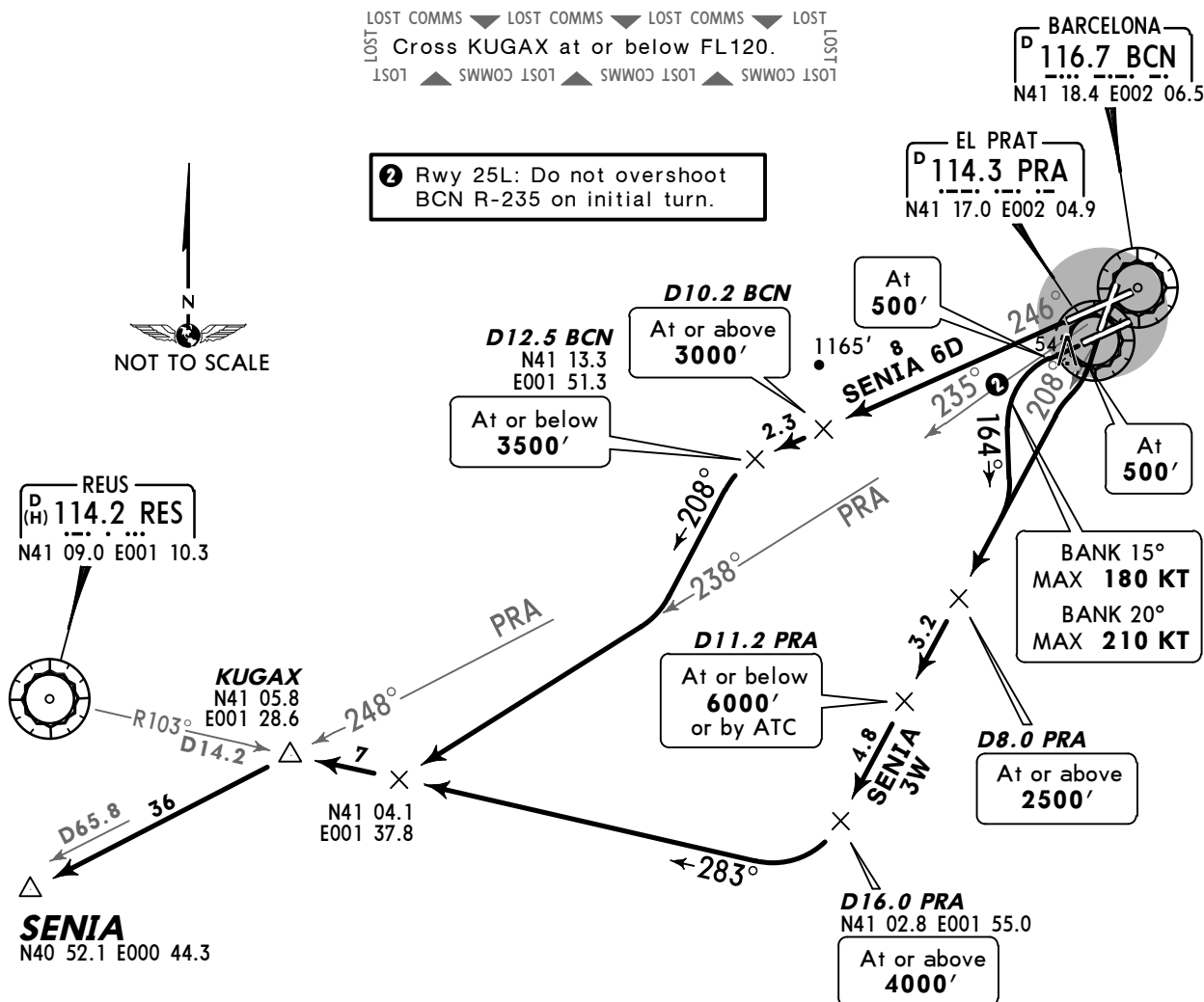
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

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



These SIDs require minimum climb gradients of

SENIA 6D: 6.1% to D10.2 BCN.

SENIA 3W: 5.0% to D8.0 PRA.

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

SENIA 6D, 3W: Initial ATC clearance:

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

SENIA 3W: Maintain **6000'** until D11.2 PRA except ATC clearance

SID	RWY	ROUTING
SENIA 6D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept PRA R-238, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.
SENIA 3W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D16.0 PRA, turn RIGHT, intercept RES R-103 inbound to KUGAX, turn LEFT, intercept PRA R-248 to SENIA.

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

Trans level: By ATC Trans alt: 6000'

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



1 4300' within 15 NM



BAGUR
D_(H) 112.2 BGR
--- --- ---
N41 56.9 E003 12.5

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

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

These SIDs require minimum climb gradients

VERSO 1A

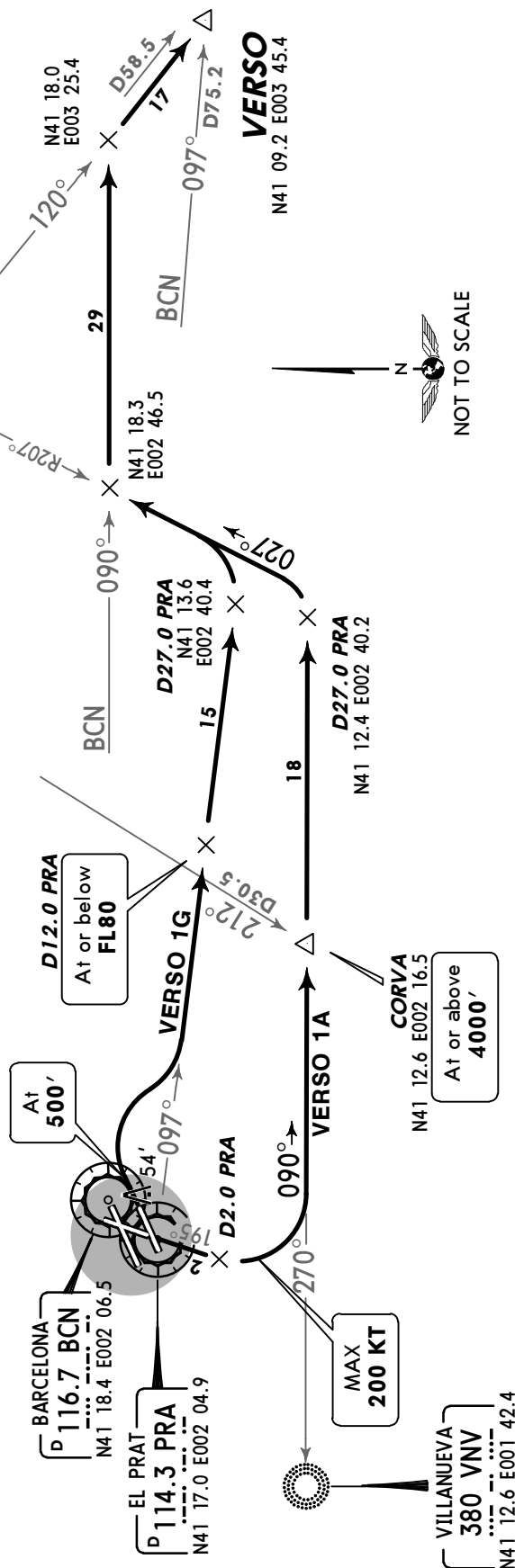
5.5% until leaving 4000'.

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

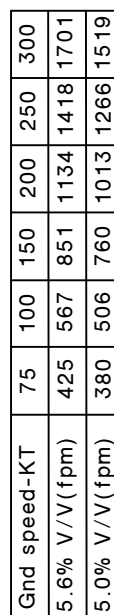
5] Cross VERSO at or below FL120.



NOT TO SCALE

Trans level: By ATC Trans alt: 6000'

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



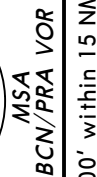
5.0% to 1000'.

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

1 4300' within 15 NM

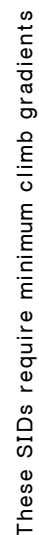
Trans level: By ATC Trans alt: 6000'

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



1 4300' within 15 NM

SPEED: MAX 250 KT BELOW FL100



of

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

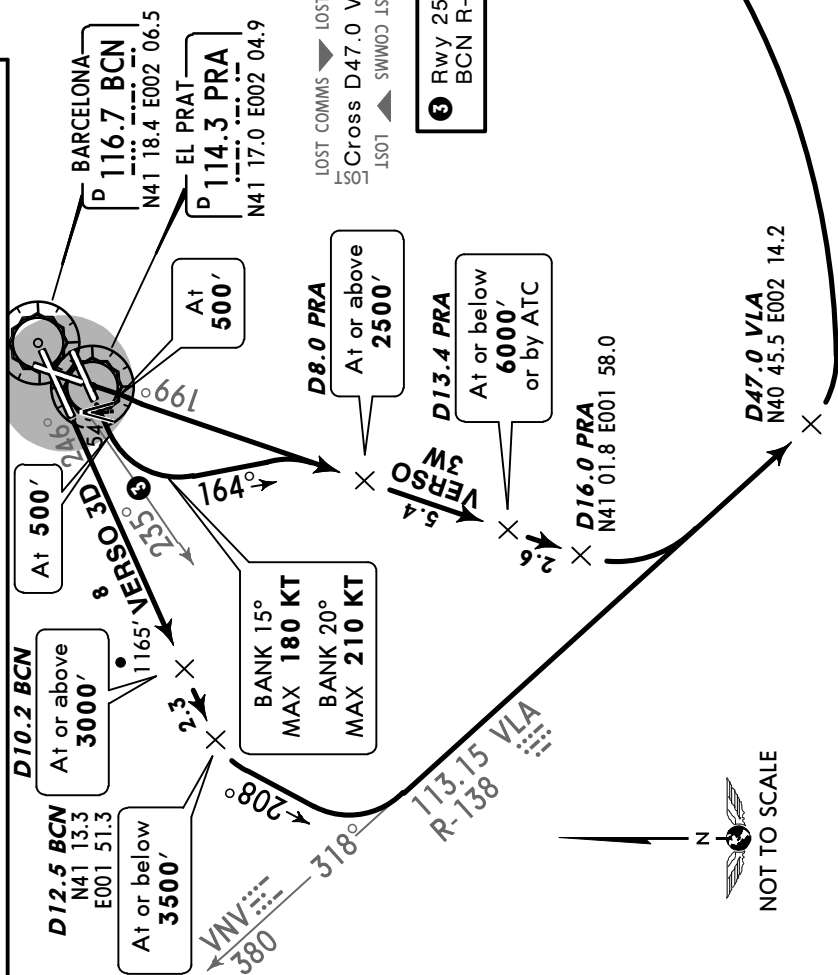
VERSO 3W: 5.0% to D8.0 PRA.

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

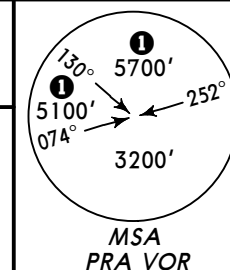
ROUTING

SID	RWY	ROUTING
VERSO 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-097 via SADEM to VERSO.
VERSO 3W	20 ②	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-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.

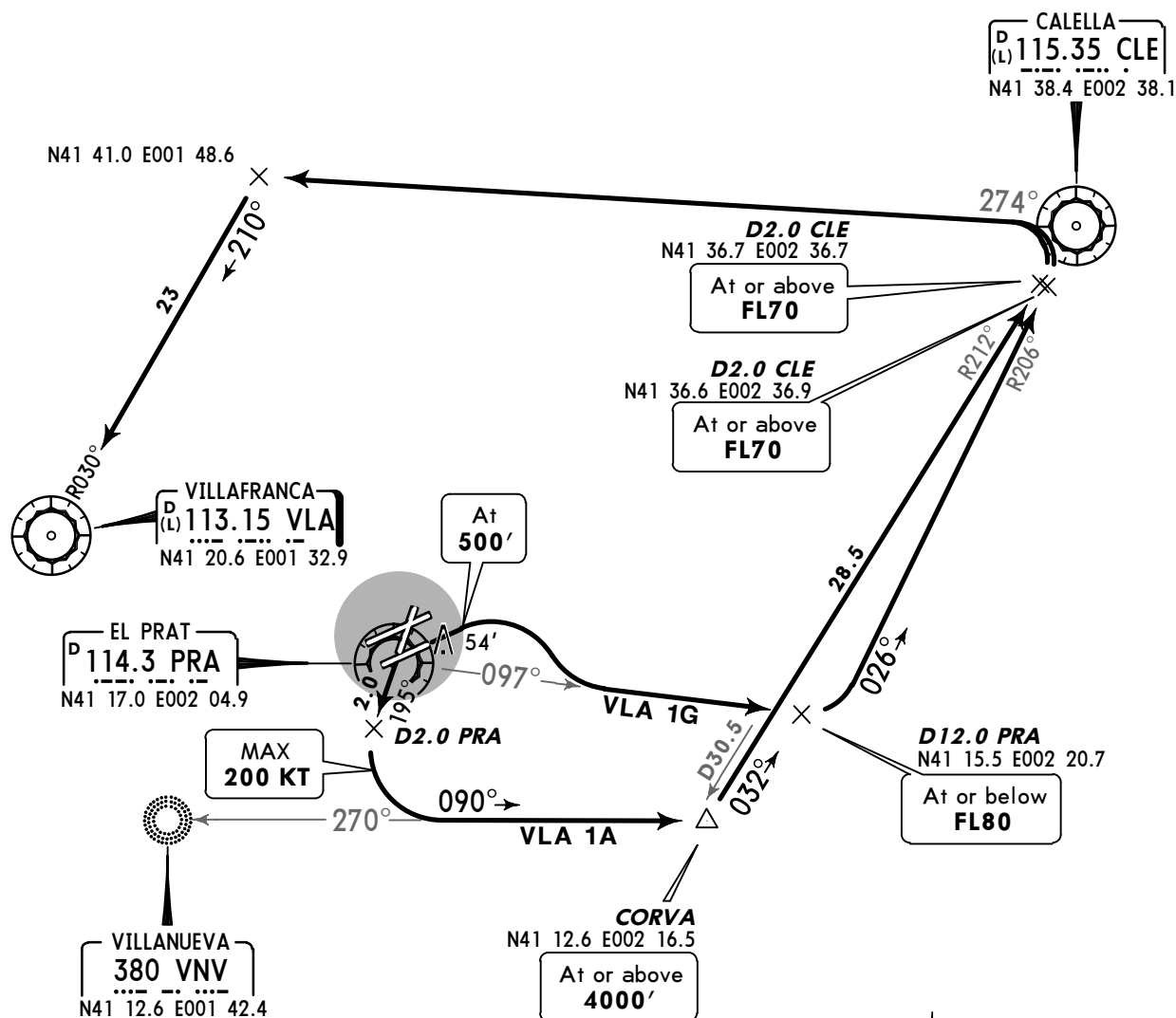
2 Turns before departure end of runway (DER) are not allowed.



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'.

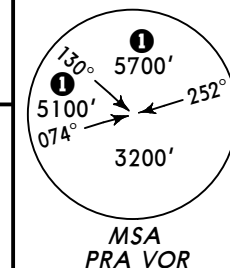
Gnd speed-KT	75	100	150	200	250	300
5.5% V/V(fpm)	418	557	835	1114	1392	1671
4.8% V/V(fpm)	365	486	729	972	1215	1458



Initial ATC clearance:

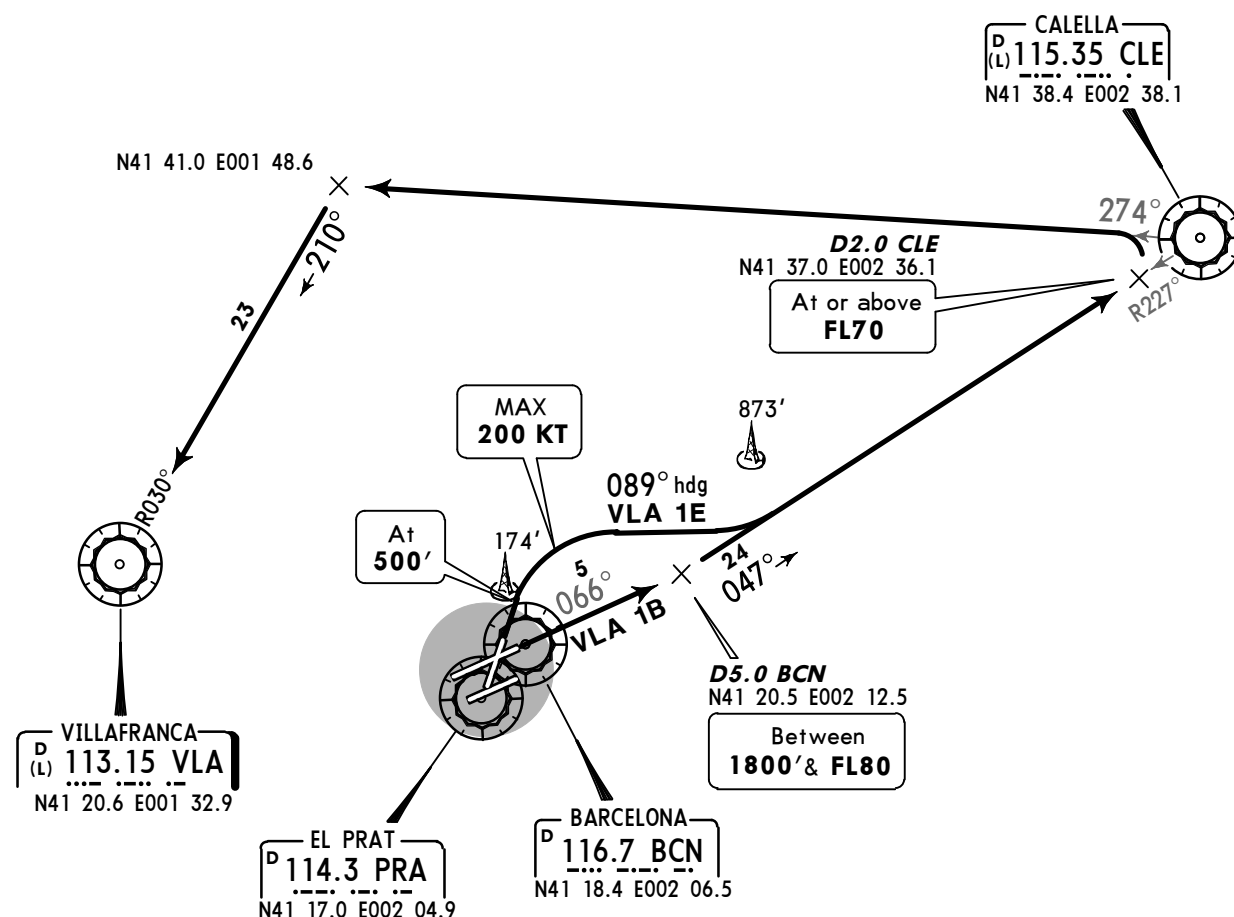
Climb and maintain **FL120** and request flight level change enroute

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.

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

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

① 4300' within 15 NM

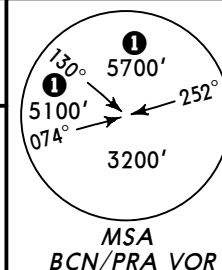
These SIDs require minimum climb gradients
of**VLA 1B:** 5.6% to D5.0 BCN.**VLA 1E:** 5.0% to 1000'.

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

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

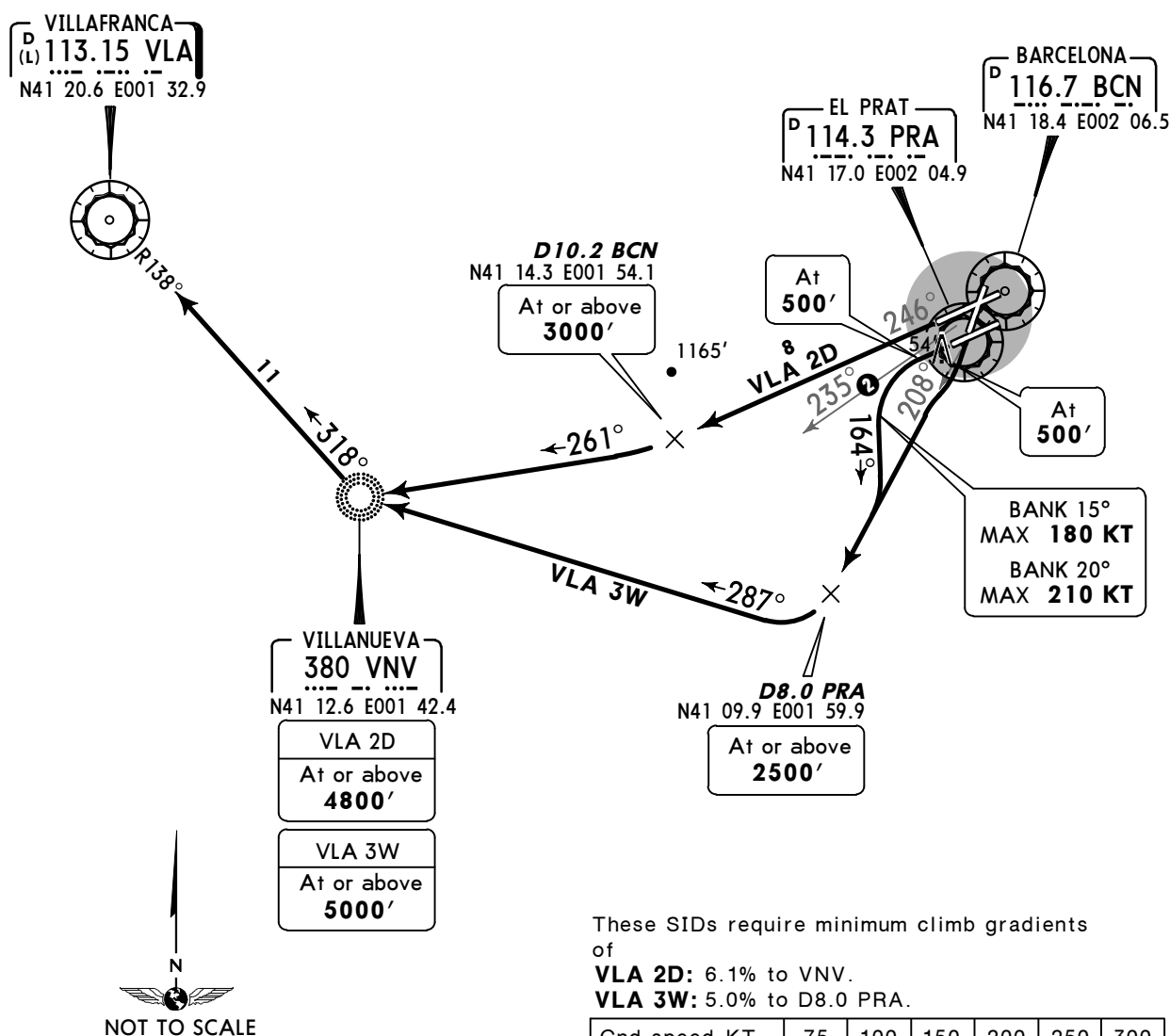
SID	RWY	ROUTING
VLA 1B	07L	Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.
VLA 1E	02 ②	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound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

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

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

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

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



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

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

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

SID	RWY	ROUTING
VLA 2D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, 318° bearing to VLA.
VLA 3W	20 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

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.

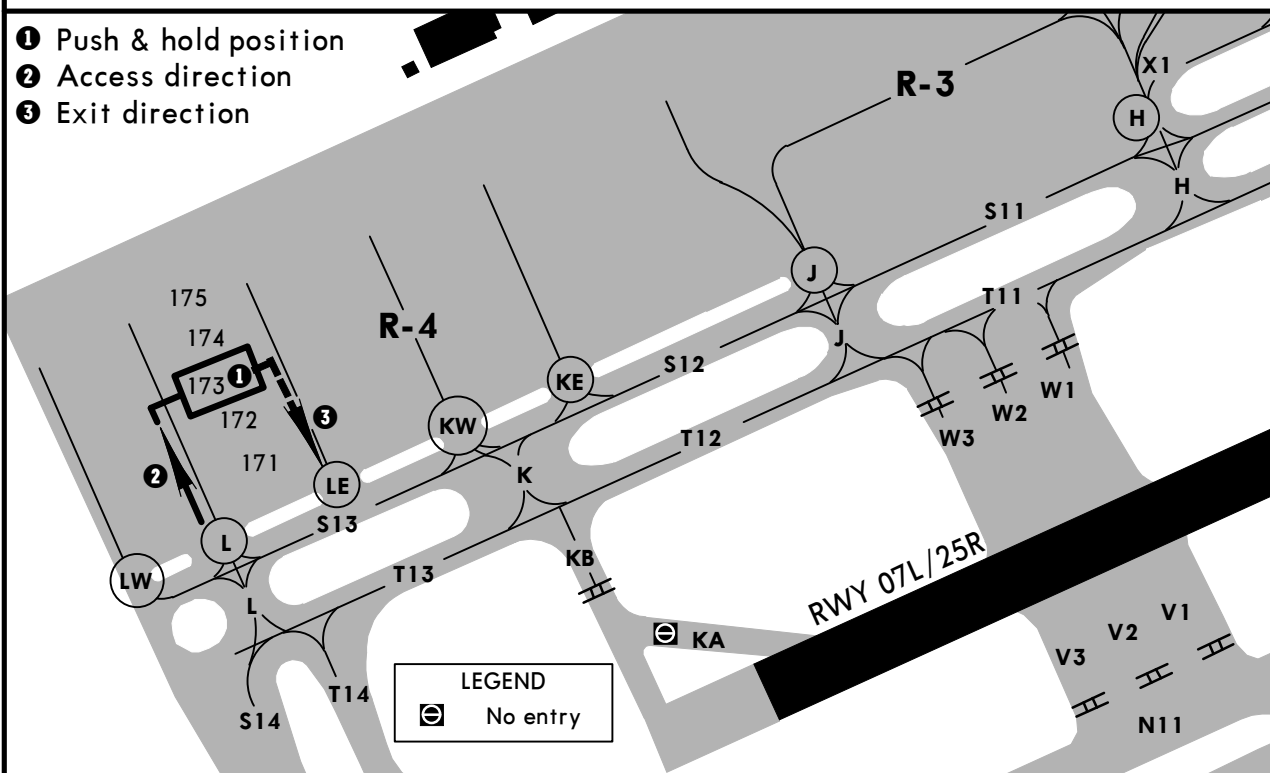
The procedure is not applied for acft code D or higher.

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
- ❷ Access direction
- ❸ Exit direction



WIP TO RENAME TAXIWAYS AND GATES

REFER ALSO TO LATEST NOTAMS

(SUB-) PHASE	CURRENT DESIGNATION	NEW DESIGNATION	(SUB-) PHASE	CURRENT DESIGNATION	NEW DESIGNATION
1	Twy P1	Twy U7	3.1	Twy Y1 Twy Y3	Twy Y4 Twy Y2
2.1	Twy Z3 Twy Z2 Twy Z1	Twy Z2 Twy Z3 Twy Z4	3.2	Twy V1 Twy V2 Twy V3	Twy Y5 Twy Y6 Twy Y7
2.2	Twy W1 Twy W2 Twy W3	Twy Z5 Twy Z6 Twy Z7	3.3	Twy N14 Twy N13	Twy N16 Twy N15
2.3	Twy KB	Twy Z8	3.4	Twy N12 Twy N11	Twy N14 Twy N13
2.4	HST-ZA HST-BA HST-CA	HST-P1 HST-P2 HST-P4	3.5	N10	N12
2.5	HST-CB HST-EB HST-GA HST-KA	HST-P3 HST-P5 HST-P6 HST-P7	3.6	N9	N10/N11
2.6	Gate A	Gate BN	3.7	N8	N8/N9
2.7	Twy A	Twy BN	3.8	M14	M16
2.8	Gate BW	Gate DN	3.9	M13	M15
2.9	Gate BE	Gate CN	3.10	Twy M12 Twy M11	Twy M14 Twy M13
2.10	Gate C	Gate EN	3.11	Twy M10 Twy M9	Twy M12 Twy M10/11
2.11	Twy C	Twy EN	3.12	M8	M8/M9
2.12	Gate D	Gate FN	3.13	Q5	NM
2.13	Twy D	Twy FN	3.14	Q1	Y1
2.14	Gate E	Gate GN	4.1	Twy DB	Twy D5
2.15	Twy E	Twy GN	4.2	Twy DA Twy E5	Twy E7 Twy E6
2.16	Gate F	Gate HN	4.3	E4	E5
2.17	Twy F	Twy HN	4.4	E3	E3/E4
2.18	Gate G	Gate JN	5.1	J7	J5/J6
2.19	Twy G	Twy JN	5.2	J8	J7/J8
2.20	Gate H	Gate KN	For further description refer to 10-8B thru 10-8E.		
2.21	Twy H	Twy KN			
2.22	Gate J	Gate LN			
2.23	Twy J	Twy LN			
2.24	Gate KE Gate KW	Gate MN Gate PN			
2.25	Twy K	Twy PN			
2.26	Gate LE Gate L Gate LW	Gate QN Gate RN Gate SN			
2.27	Twy L	Twy RN			

WIP TO RENAME TAXIWAYS AND GATES
REFER ALSO TO LATEST NOTAMS**PHASE 1:**

Works will affect taxiways T1 thru T4, S1 thru S4, U1 thru U6 and P1 and have the following implications:

Restrictions for Code C aircraft not simultaneous closure of affected taxiways.

PHASE 2:

Works will affect taxiways T5 thru T14, S5 thru S14, A, C thru L, HST-ZA, -BA, -CA, -CB, -EB, -GA and -KA, taxiways to access runway Z1 thru Z3, W1 thru W3 and KB as well as Gates A, BE, BW, C thru J, KE, KW, LE, L and LW.

They will be carried out in the following sub-phases and have the following implications:

SUB-PHASE 2.1:

Restrictions for Code C aircraft or alternate closure of taxiways T3, T2 and Z1 thru Z3; night closure of RWY 07L/25R.

SUB-PHASE 2.2:

Restrictions for Code C aircraft or alternate closure of taxiways T11, J, W1 thru W3; night closure of RWY 07L/25R.

SUB-PHASE 2.3:

Restrictions for Code C aircraft or alternate closure of taxiways T12, T13, K, KB and HST-KA; night closure of RWY 07L/25R.

SUB-PHASE 2.4:

Restrictions for Code C aircraft or alternate closure of HST-ZA, -BA and -CA; night closure of RWY 07L/25R.

SUB-PHASE 2.5:

Restrictions for Code C aircraft or alternate closure of HST-KA, -CB, -EB and -GA; night closure of RWY 07L/25R.

SUB-PHASE 2.6:

Restrictions for Code C aircraft or alternate closure of Gate A and taxiways A, S5, S4 and U1.

SUB-PHASE 2.7:

Restrictions for Code C aircraft or alternate closure of taxiways A, T5, T4 and U1, Gate A and HST-BA.

SUB-PHASE 2.8:

Restrictions for Code C aircraft or alternate closure of Gate BW and taxiway S5.

SUB-PHASE 2.9:

Restrictions for Code C aircraft or alternate closure of Gate BE and taxiway S5.

SUB-PHASE 2.10:

Restrictions for Code C aircraft or alternate closure of Gate C and taxiways C, B6, S5 and S6.

SUB-PHASE 2.11:

Restrictions for Code C aircraft or alternate closure of taxiways C, S5, S6, T5, T6, Gate C and HST-CA and -CB.

SUB-PHASE 2.12:

Restrictions for Code C aircraft or alternate closure of Gate D and taxiways D, B6, B7, S6 and S7.

WIP TO RENAME TAXIWAYS AND GATES
REFER ALSO TO LATEST NOTAMS**SUB-PHASE 2.13:**

Restrictions for Code C aircraft or alternate closure of taxiways D, DB, S6, S7, T6, T7 and Gate D.

SUB-PHASE 2.14:

Restrictions for Code C aircraft or alternate closure of Gate E and taxiways E, B7, B8, S7 and S8.

SUB-PHASE 2.15:

Restrictions for Code C aircraft or alternate closure of taxiways E, DA, S7, S8, T7, T8, HST-EB and Gate E.

SUB-PHASE 2.16:

Restrictions for Code C aircraft or alternate closure of Gate F and taxiways F, B8, B9, S8 and S9.

SUB-PHASE 2.17:

Restrictions for Code C aircraft or alternate closure of taxiways F, S8, S9, T8, T9 and Gate F.

SUB-PHASE 2.18:

Restrictions for Code C aircraft or alternate closure of Gate G and taxiways G, B9, B10, S9 and S10.

SUB-PHASE 2.19:

Restrictions for Code C aircraft or alternate closure of taxiways G, S9, S10, T9, T10, Gate G and HST-GA.

SUB-PHASE 2.20:

Restrictions for Code C aircraft or alternate closure of Gate H and taxiways H, B10, S10 and S11.

SUB-PHASE 2.21:

Restrictions for Code C aircraft or alternate closure of taxiways H, S10, S11, T10, T11 and Gate H.

SUB-PHASE 2.22:

Restrictions for Code C aircraft or alternate closure of Gate J and taxiways J, S11 and S12.

SUB-PHASE 2.23:

Restrictions for Code C aircraft or alternate closure of taxiways J, S11, S12, T11, T12, W1 thru W3 and Gate J.

SUB-PHASE 2.24:

Restrictions for Code C aircraft or alternate closure of Gates KE and KW and taxiways K, S11 and S12.

SUB-PHASE 2.25:

Restrictions for Code C aircraft or alternate closure of taxiways K, S12, S13, T12, T13, KB, Gates KE and KW and HST-KA.

SUB-PHASE 2.26:

Restrictions for Code C aircraft or alternate closure of Gates LE, L and LW and taxiways L and S13.

SUB-PHASE 2.27:

Restrictions for Code C aircraft or alternate closure of taxiways L, S13, S14, T13, T14 and Gates LE, L and LW.

WIP TO RENAME TAXIWAYS AND GATES
REFER ALSO TO LATEST NOTAMS**PHASE 3:**

Works will affect taxiways N7 thru N14, M7 thru M14, Q1, Q5, taxiways to access apron Y1, Y3 and V1 thru V3.

They will be carried out in the following sub-phases and have the following implications:

SUB-PHASE 3.1:

Restrictions for Code C aircraft or alternate closure of taxiways Y1, Y3, N3 and N2; night closure of RWY 07L/25R.

SUB-PHASE 3.2:

Restrictions for Code C aircraft or alternate closure of taxiways N10 thru N12, BS, CS and V1 thru V3; night closure of RWY 07L/25R.

SUB-PHASE 3.3:

Restrictions for Code C aircraft or alternate closure of taxiways N14, N13, M14, M13, N12 and AS.

SUB-PHASE 3.4:

Restrictions for Code C aircraft or alternate closure of taxiways N15 (new), N12, N11, N10, AS, BS, CS and V1 thru V3.

SUB-PHASE 3.5:

Restrictions for Code C aircraft or alternate closure of taxiways N13 (new), N10, N9, CS and DS.

SUB-PHASE 3.6:

Restrictions for Code C aircraft or alternate closure of taxiways N12 (new), N9, N8, DS, ES, FS and HST-R6.

SUB-PHASE 3.7:

Restrictions for Code C aircraft or alternate closure of taxiways N10 (new), N8, N7, FS, GS and HS.

SUB-PHASE 3.8:

Restrictions for Code C aircraft or alternate closure of taxiways N14, N13, M14 and M13.

SUB-PHASE 3.9:

Restrictions for Code C aircraft or alternate closure of taxiways M16 (new), M13 and M12.

SUB-PHASE 3.10:

Restrictions for Code C aircraft or alternate closure of taxiways M15 (new), M12, M11 and M10.

SUB-PHASE 3.11:

Restrictions for Code C aircraft or alternate closure of taxiways M10 and M9.

SUB-PHASE 3.12:

Restrictions for Code C aircraft or alternate closure of taxiway M8.

SUB-PHASE 3.13:

Restrictions for Code C aircraft or alternate closure of taxiways Q5, N4, N3, M3, M2 and HST-R1.

SUB-PHASE 3.14:

Restrictions for Code C aircraft or alternate closure of taxiways Q1, N2 and M2.

WIP TO RENAME TAXIWAYS AND GATES

REFER ALSO TO LATEST NOTAMS

PHASE 4:

Works will affect taxiways DB, DA, E5, E4 and E3.

They will be carried out in the following sub-phases and have the following implications:

SUB-PHASE 4.1:

Restrictions for Code C aircraft or alternate closure of taxiways DB, T6 and T7.

SUB-PHASE 4.2:

Restrictions for Code C aircraft or alternate closure of taxiways DA, T8, T7, E5, HST-EB and -R5.

SUB-PHASE 4.3:

Restrictions for Code C aircraft or alternate closure of taxiways E4, N6, N7, M6 and M7.

SUB-PHASE 4.4:

Restrictions for Code C aircraft or alternate closure of taxiways E3, M6, M7 and Gate JS.

PHASE 5:

Works will affect taxiways J7, J8, K9, K10 and PS.

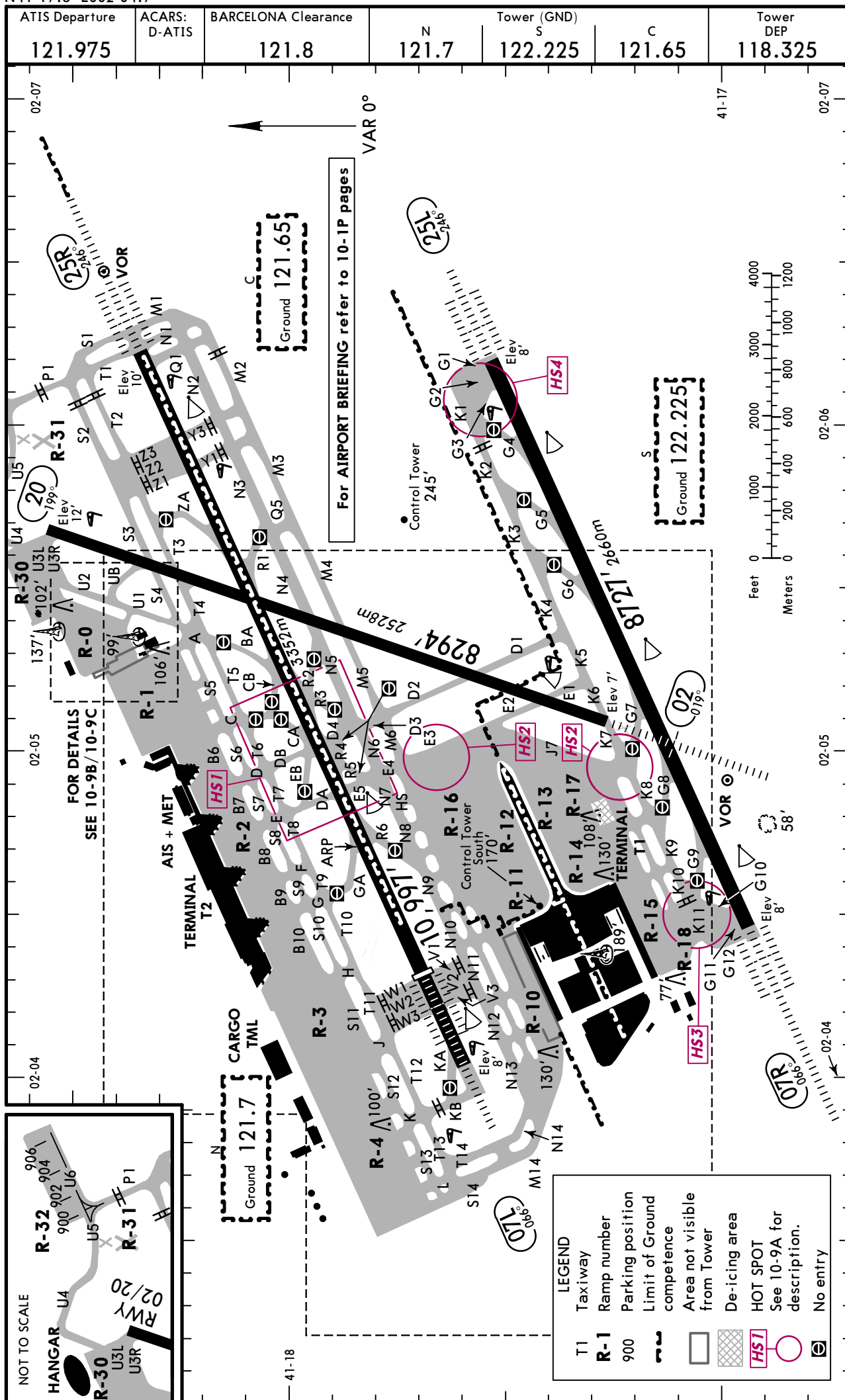
They will be carried out in the following sub-phases and have the following implications:

SUB-PHASE 5.1:

Restrictions for Code C aircraft or alternate closure of taxiways J7, J8, LS and Gates KS and LS.

SUB-PHASE 5.2:

Restrictions for Code C aircraft or alternate closure of taxiways J5 (new), J6 (new), J8, LS and Gates MS and LS.



ADDITIONAL RUNWAY INFORMATION						
RWY					USABLE LENGTHS	
					LANDING BEYOND	TAKE-OFF
					Threshold	Glide Slope
02	HIRL(50m) CL(15m) HIALS PAPI (3.0°)	RVR				7383' 2250m
20	HIRL(50m) CL(15m)		NA			1
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		
25R	HIRL(50m) CL(15m) HIALS-II TDZ PAPI-L(3.0°) 4	RVR		9964' 3037m	5	
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		
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.

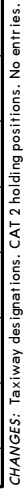
- HS1 CAUTION:**
Critical area due to concentration of Twys. Special attention to signs and instructions by ATC.
- HS2 CAUTION:**
Area of possible disorientation. Special attention to signs and instructions by ATC.
- HS3 CAUTION:**
Critical area due to aircraft taxiing restrictions. Special attention to signs and instructions by ATC.
- HS4 CAUTION:**
Critical area due to aircraft size limitations. Special attention to signs and instructions by ATC.

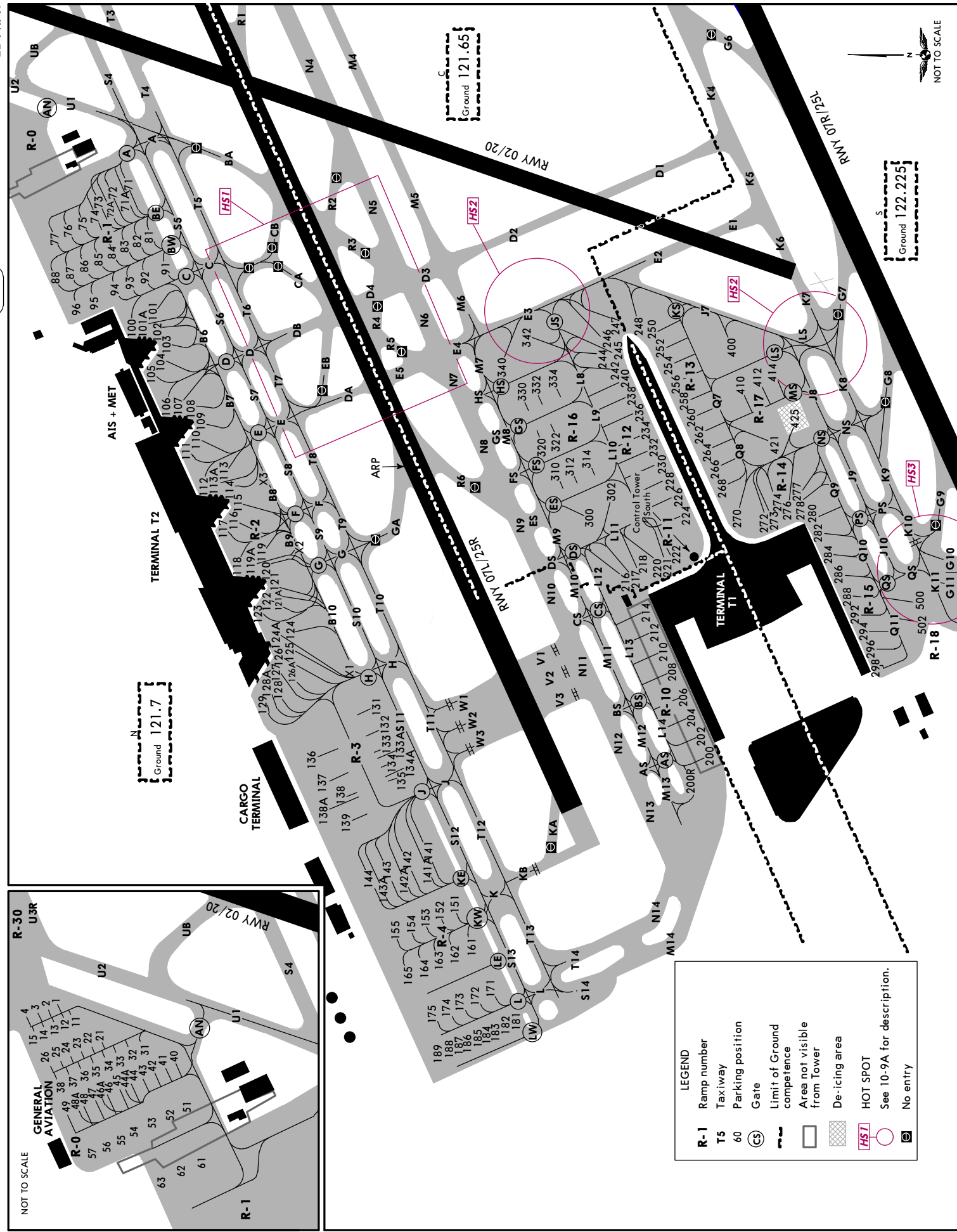
Standard

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						
B	125m	150m	200m	250m	400m	500m
C						
D	150m	200m	250m	300m		

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





INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N41 18.5 E002 05.5	181 thru 185	N41 17.7 E002 03.6
2 thru 26	N41 18.5 E002 05.4	186 thru 189	N41 17.8 E002 03.6
31 thru 33	N41 18.4 E002 05.4	200	N41 17.4 E002 04.1
34, 35	N41 18.5 E002 05.4	200R	N41 17.5 E002 04.1
36 thru 38	N41 18.5 E002 05.3	202, 204	N41 17.4 E002 04.2
40 thru 43	N41 18.4 E002 05.4	206, 208	N41 17.4 E002 04.3
44, 44A	N41 18.4 E002 05.3	210 thru 214	N41 17.5 E002 04.4
45 thru 49	N41 18.5 E002 05.3	216 thru 221	N41 17.5 E002 04.5
51 thru 55	N41 18.4 E002 05.3	222	N41 17.4 E002 04.5
56	N41 18.5 E002 05.3	224	N41 17.4 E002 04.6
57	N41 18.5 E002 05.2	226	N41 17.4 E002 04.7
61 thru 63	N41 18.4 E002 05.2	228 thru 232	N41 17.5 E002 04.7
71, 71A	N41 18.2 E002 05.2	234 thru 238	N41 17.5 E002 04.8
72 thru 76	N41 18.3 E002 05.2	240 thru 246	N41 17.5 E002 04.9
77	N41 18.4 E002 05.1	247, 248, 250	N41 17.5 E002 05.0
81	N41 18.2 E002 05.2	252	N41 17.5 E002 04.9
82	N41 18.2 E002 05.1	254, 256	N41 17.4 E002 04.9
83 thru 87	N41 18.3 E002 05.1	258 thru 262	N41 17.4 E002 04.8
88	N41 18.4 E002 05.1	264 thru 268	N41 17.4 E002 04.7
91 thru 93	N41 18.2 E002 05.1	270 thru 277	N41 17.3 E002 04.6
94	N41 18.3 E002 05.1	278 thru 284	N41 17.2 E002 04.6
95, 96	N41 18.3 E002 05.0	286, 288	N41 17.2 E002 04.5
100 thru 102	N41 18.2 E002 05.0	292, 294	N41 17.2 E002 04.4
103 thru 105	N41 18.2 E002 04.9	296	N41 17.1 E002 04.4
106 thru 108	N41 18.2 E002 04.8	298	N41 17.1 E002 04.3
109, 110	N41 18.1 E002 04.8	300 thru 314	N41 17.6 E002 04.7
111	N41 18.2 E002 04.7	320, 322	N41 17.6 E002 04.8
112 thru 114	N41 18.1 E002 04.7	330	N41 17.7 E002 04.8
115 thru 117	N41 18.1 E002 04.6	332	N41 17.7 E002 04.9
118 thru 119A	N41 18.1 E002 04.5	334	N41 17.6 E002 04.9
120, 121	N41 18.0 E002 04.5	340	N41 17.7 E002 04.9
121A, 122	N41 18.0 E002 04.4	342	N41 17.7 E002 05.0
123	N41 18.1 E002 04.4	400 thru 414	N41 17.3 E002 04.9
124 thru 125	N41 18.0 E002 04.4	421, 425	N41 17.3 E002 04.8
126 thru 129	N41 18.0 E002 04.3	500	N41 17.1 E002 04.5
131, 132	N41 17.9 E002 04.2	502	N41 17.1 E002 04.4
133 thru 135	N41 17.9 E002 04.1	900	N41 18.7 E002 06.0
136, 137	N41 18.0 E002 04.1	902	N41 18.7 E002 06.1
138	N41 17.9 E002 04.0	904	N41 18.7 E002 06.2
138A	N41 18.0 E002 04.0	906	N41 18.8 E002 06.2
139 thru 143	N41 17.9 E002 04.0	X1	N41 17.9 E002 04.3
143A, 144	N41 18.0 E002 04.0	X2	N41 18.0 E002 04.6
151	N41 17.8 E002 03.9	X3	N41 18.1 E002 04.7
152, 153	N41 17.8 E002 03.8		
154, 155	N41 17.9 E002 03.8		
161	N41 17.7 E002 03.8		
162 thru 165	N41 17.8 E002 03.7		
171	N41 17.7 E002 03.7		
172, 173	N41 17.8 E002 03.7		
174, 175	N41 17.8 E002 03.6		

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

DISPLAY UNIT OF TERMINAL 1

Consists of:

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

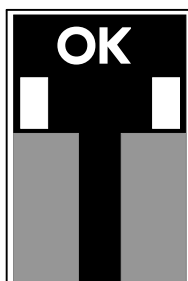
DISPLAY UNIT OF TERMINAL 2

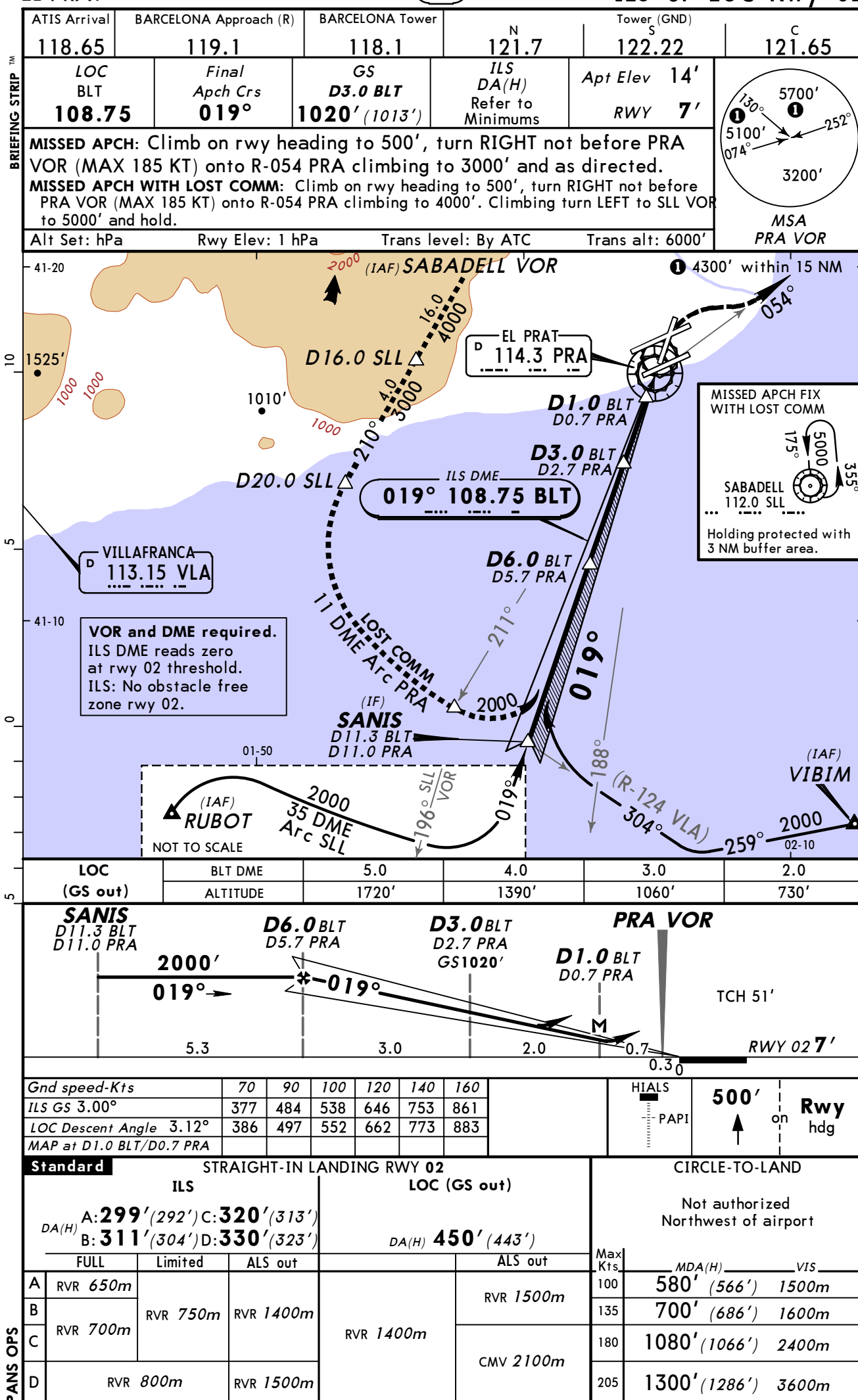
Consists of:

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

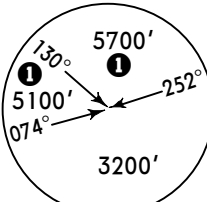
PILOT INSTRUCTIONS

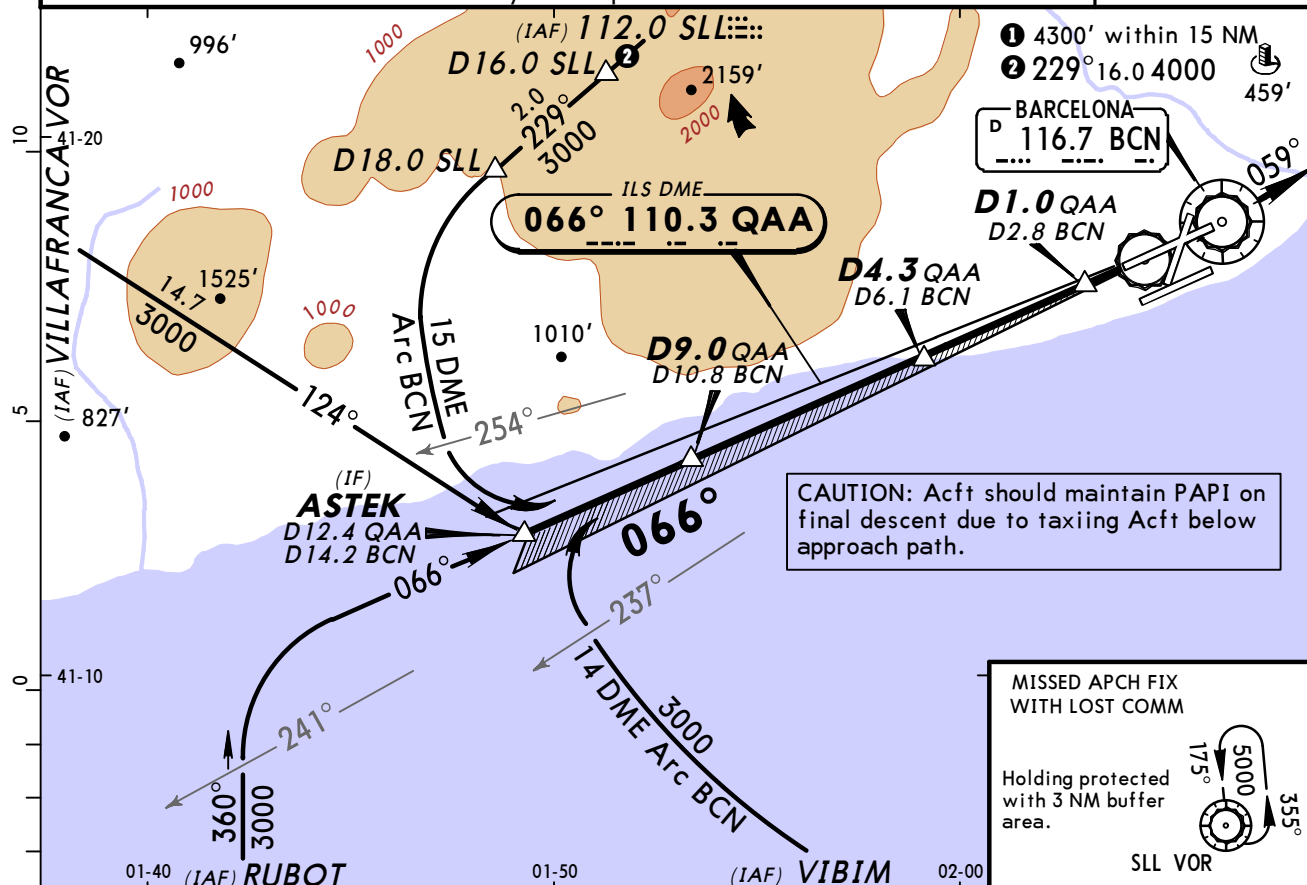
1. Check that the indicated aircraft type is the appropriate.
2. Taxi aligned with centerline watching centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicate the turn direction.
5. If the aircraft speed exceeds the scheduled speed, the unit display indicates "SLOW DOWN" and the taxiing speed must be reduced.
6. The distance indicator is activated at 66'/20m (TERMINAL 1) and at 52'/16m (TERMINAL 2) before the stop position and, as the aircraft is approaching, gradually the yellow lines are switched-off showing the rest distances to the stop position (each line indicates 2'/0.5m (TERMINAL 1) and 2'/0.66m (TERMINAL 2) covered).
7. At the stop position, the distance indicator shows completely black and "STOP" will appear in the upper presentation line.



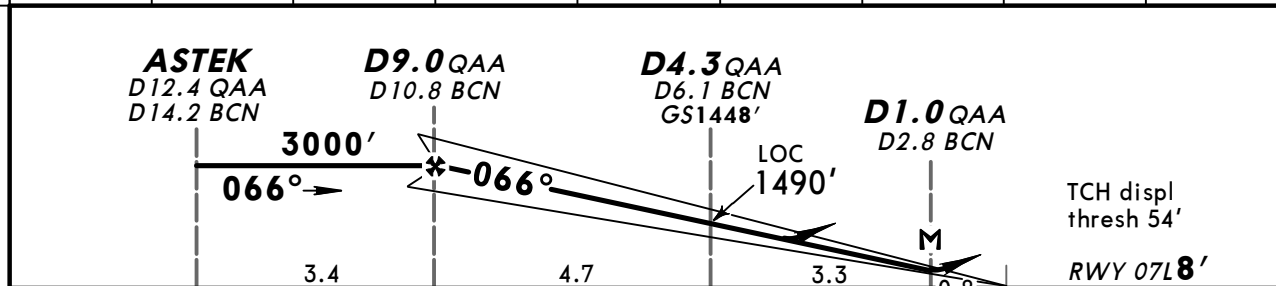


LEBL/BCN
EL PRATJEPPESEN
19 APR 13 (11-2) Eff 2 MayBARCELONA, SPAIN
ILS or LOC Rwy 07L

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	N	Tower (GND)	C
118.65	119.1	118.1	121.7	122.22	121.65
LOC QAA 110.3	Final Apch Crs 066°	GS D4.3 QAA 1448' (1440')	ILS DA(H) Refer to Minimums	Apt Elev 14' RWY 8'	
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.					MSA BCN VOR
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. VOR and DME required. 2. LOC coverage restricted to 30° each side of rwy centerline. 3. ILS DME reads zero at rwy 07L displaced threshold.					



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



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

Standard				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not authorized Northwest of airport			
A: 242' (234') C: 262' (254')				DA(H) 480' (472')							
B: 254' (246') D: 273' (265')											
FULL				Limited				Max Kts			
A				RVR 1200m				MDA(H) 580' (566')			
B				RVR 1500m				135 700' (686')			
C				RVR 1300m				180 1080' (1066')			
D				CMV 2200m				205 1300' (1286')			

CHANGES: Communications.

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LEBL/BCN

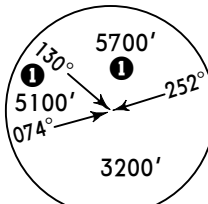
EL PRAT

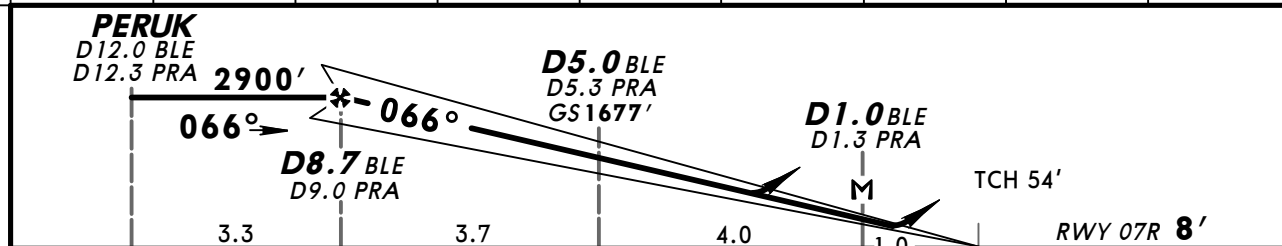
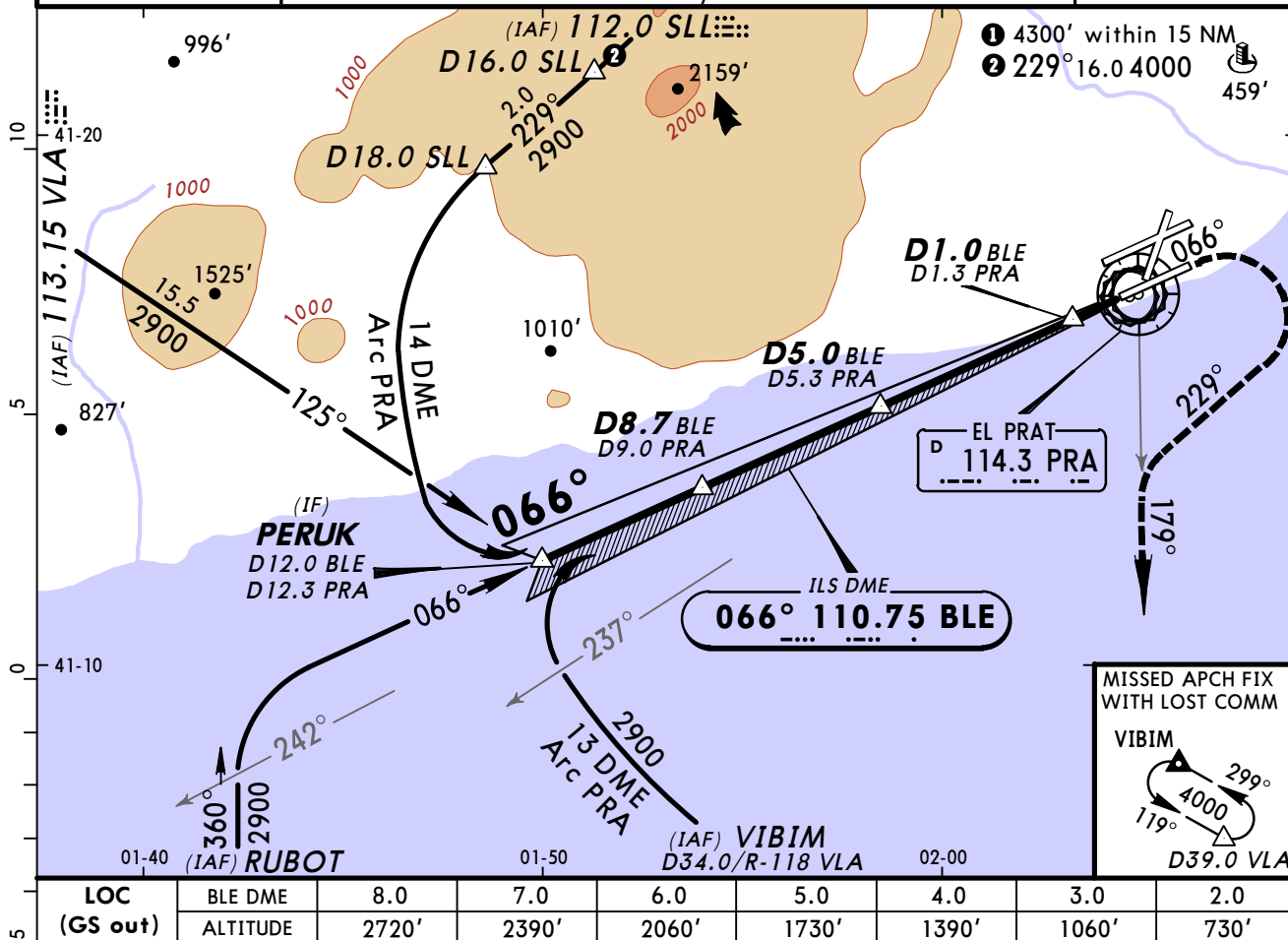
JEPPESEN

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

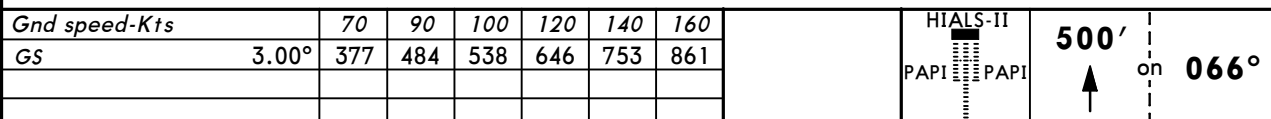
CHANGES: Apt name, Minimums.

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CAT BARCELONA, SPAIN
II/III ILS Rwy 07R

BRIEFING STRIP™

110 0 611"



PANS OPS

CHANGES: Apt name. Communications. Minimums.

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LEBL/BCN
EL PRAT

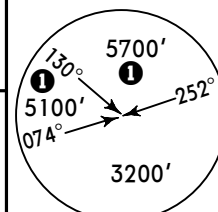
28 SEP 12

(11-4)

BARCELONA, SPAIN
ILS or LOC Rwy 25L

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

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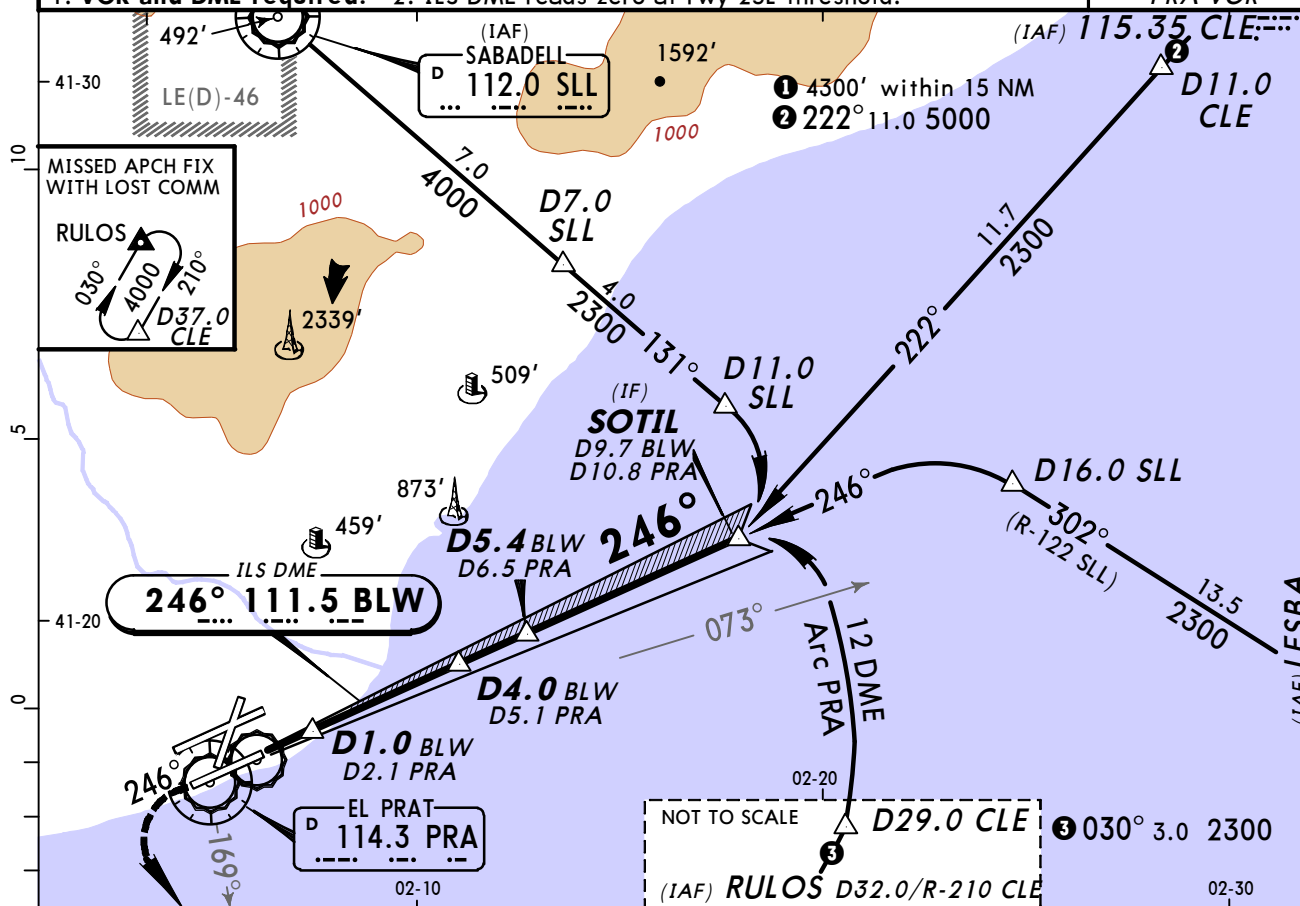


MISSED APCH: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed.

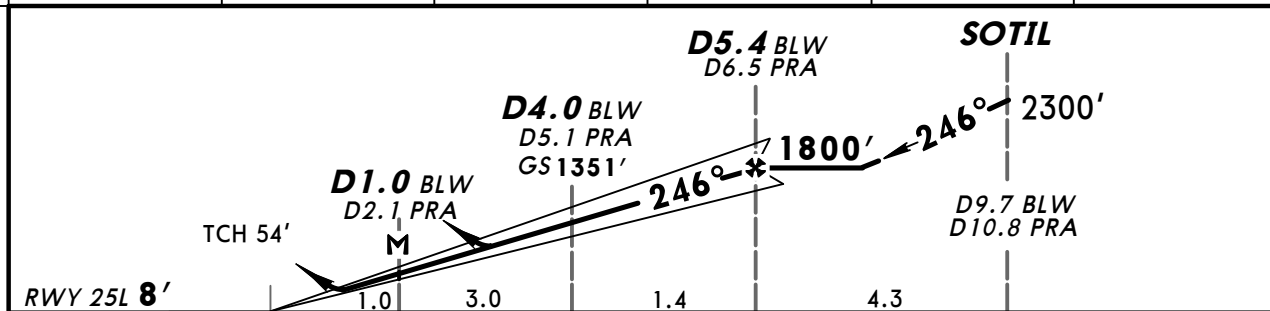
MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
1. VOR and DME required. 2. ILS DME reads zero at rwy 25L threshold.

MSA
PRA VOR



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



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

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

CHANGES: Minimums.

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EL PRAT

28 SEP 12

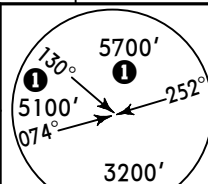
11-4A

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.

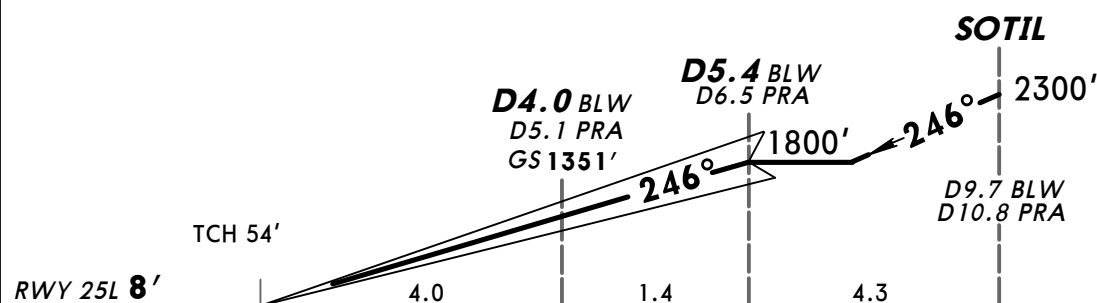
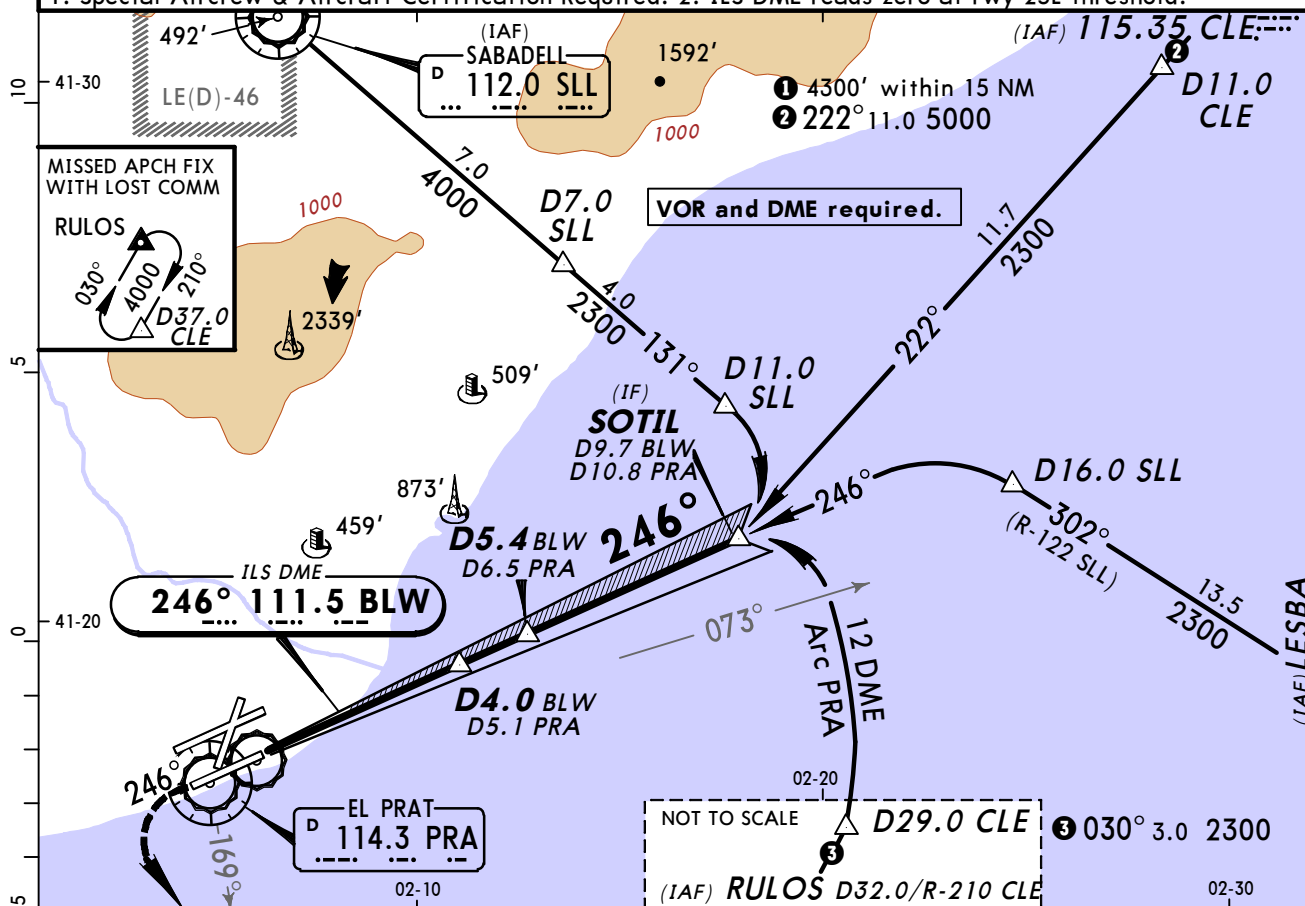
MISSED APCH WITH LOST COMM: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA to D14.0 PRA. Turn LEFT to intercept R-210 CLE to RULOS climbing to 4000' and hold.



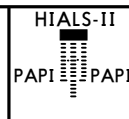
MSA PRA VOR

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'	
DH 50'	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.

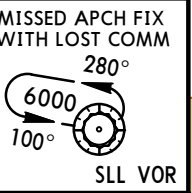
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LEBL/BCN
EL PRAT

28 SEP 12

(11-5)

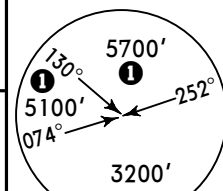
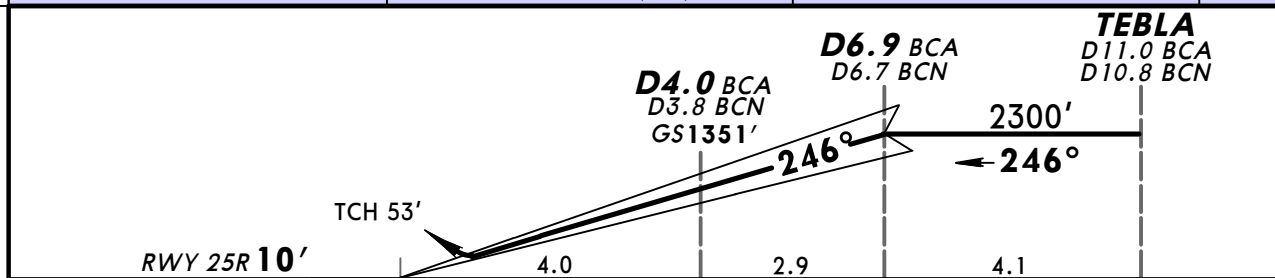
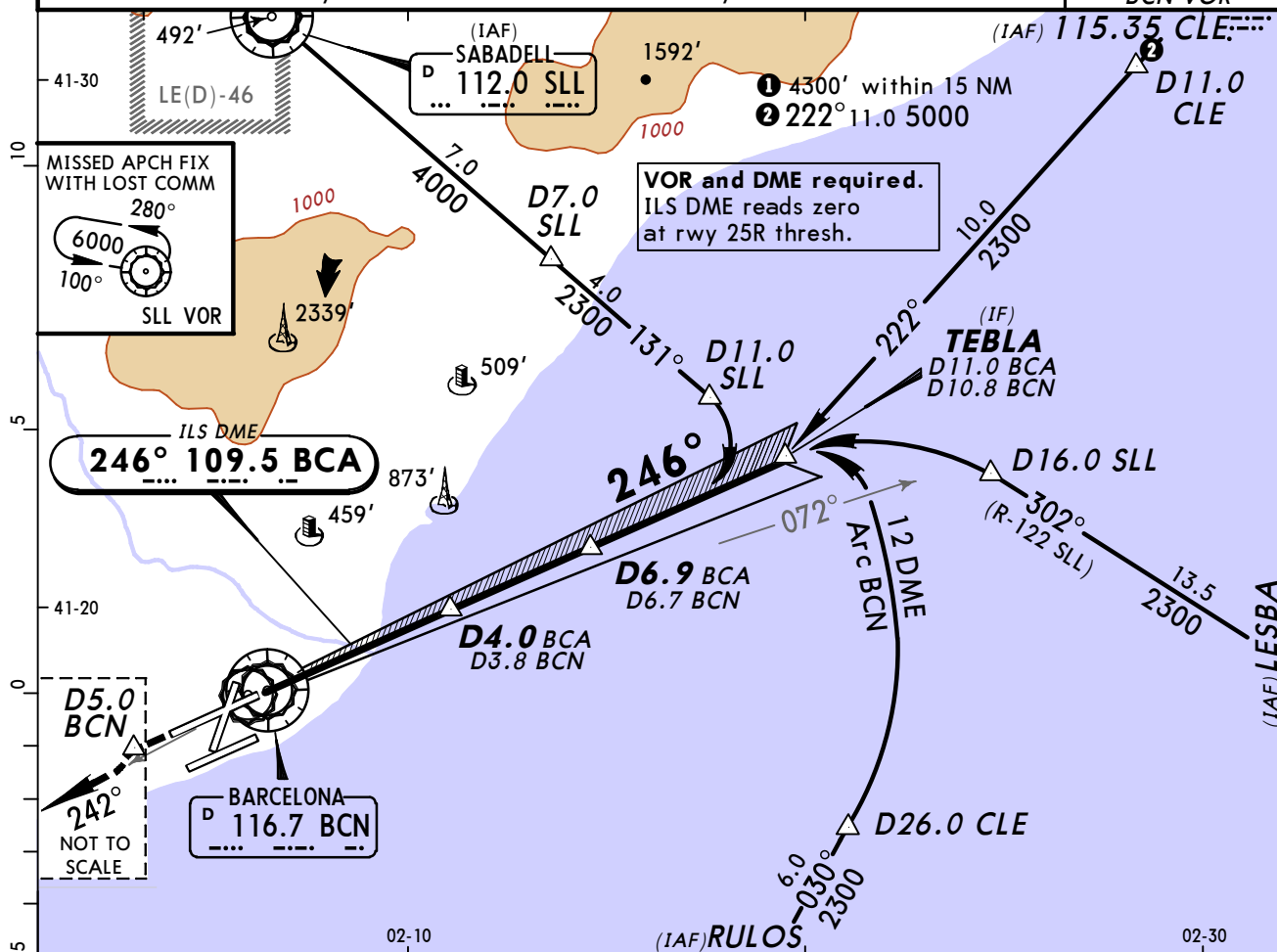
BARCELONA, SPAIN
ILS Rwy 25R

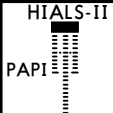
ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	N	SS Tower (GND)	SN	SC
118.65	119.1	118.1	121.7	122.22	122.82	121.65
LOC BCA	Final Apch Crs	GS D4.0 BCA	DA(H) Refer to Minimums	Apt Elev 14'		
109.5	246°	1351' (1341')		RWY 10'		

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

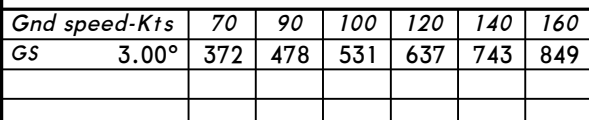
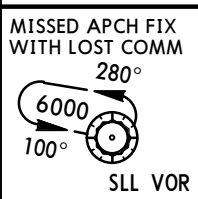
CHANGES: Communications. Minimums.

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BARCELONA, SPAIN
CAT II/III ILS Rwy 25R

MSA BCN VOR

Trans alt: 6000'



HIALS-II
PAPI

D5.0
BCN on Rwy
hdg

CAT II ILS

1

D
RA 143'
DA(H)
150' (140')

DH 50'

RVR *400m*

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EL PRAT

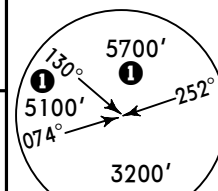
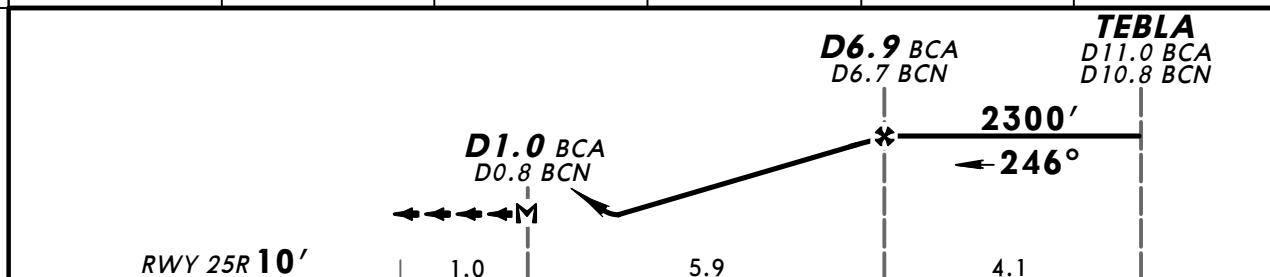
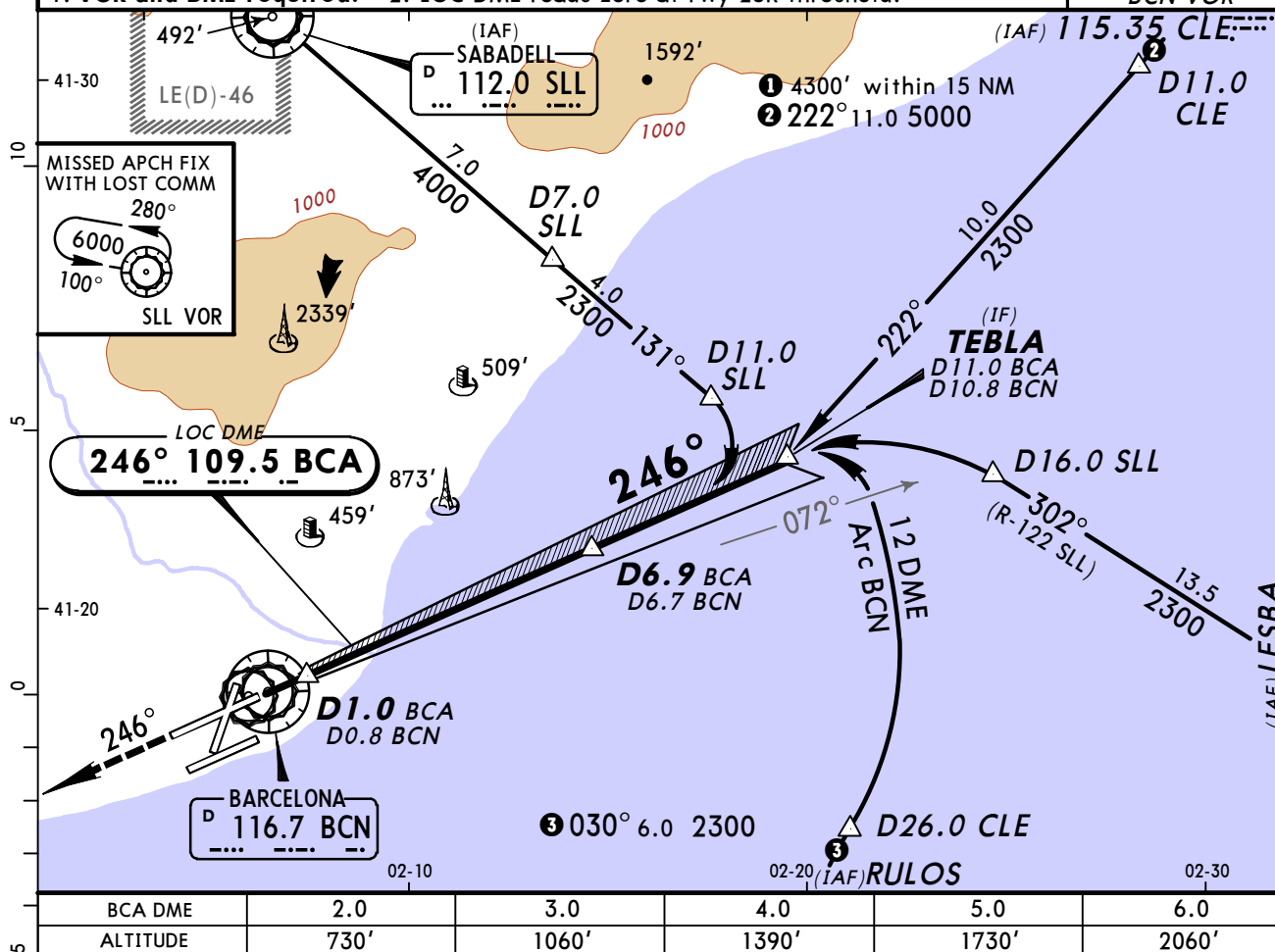
28 SEP 12

(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

Gnd speed-Kts	70	90	100	120	140	160		HIALS-II	3000'	BCN
Descent Angle	3.13°	388	498	554	665	775	886		↑	on 116.7
MAP at D1.0 BCA/D0.8 BCN										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		
C	RVR 1600m	CMV 2400m
D		

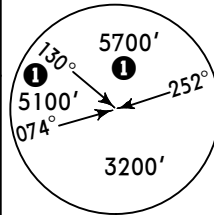
CHANGES: Communications. Minimums.

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

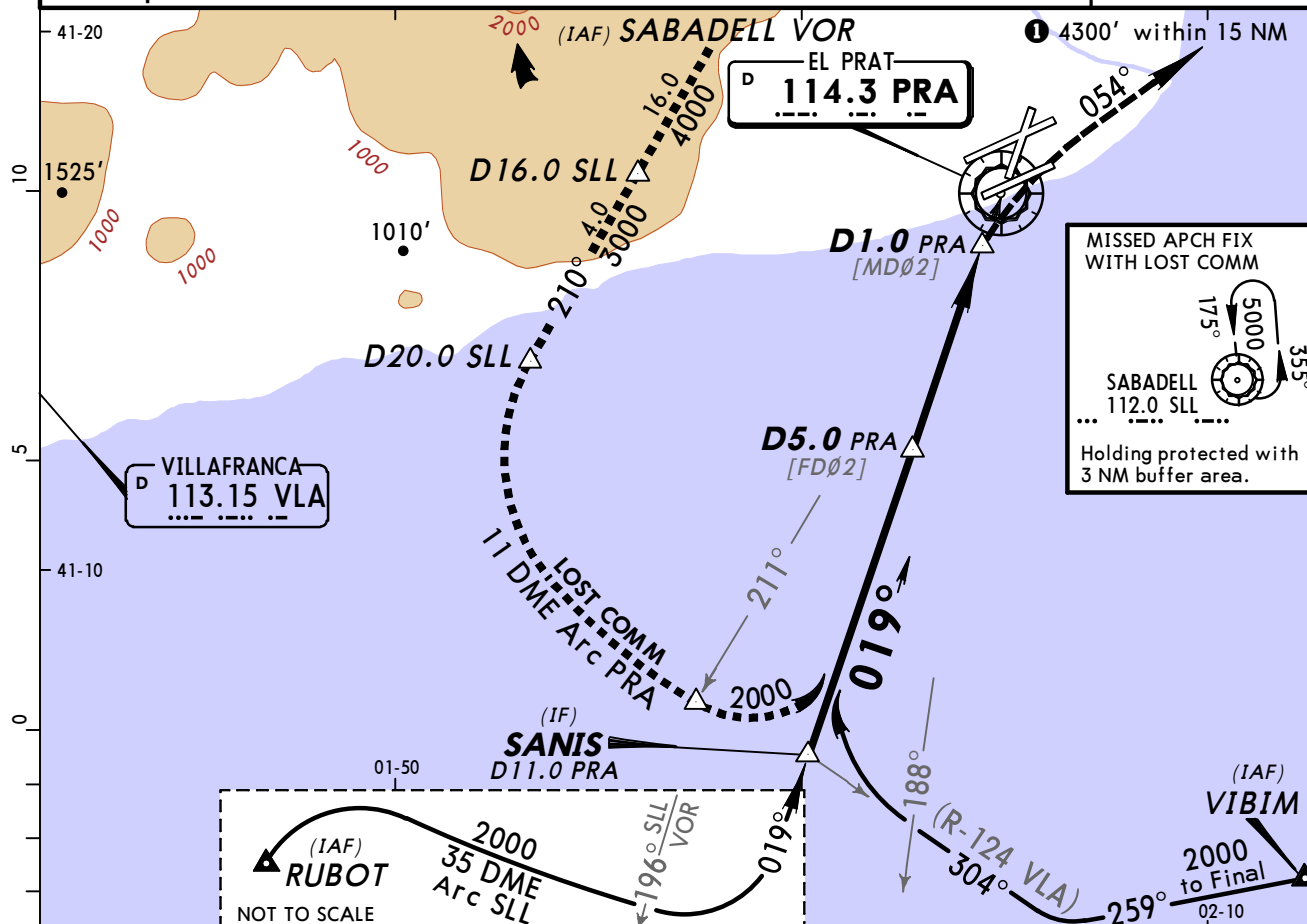
BRIEFING STRIP™

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.									

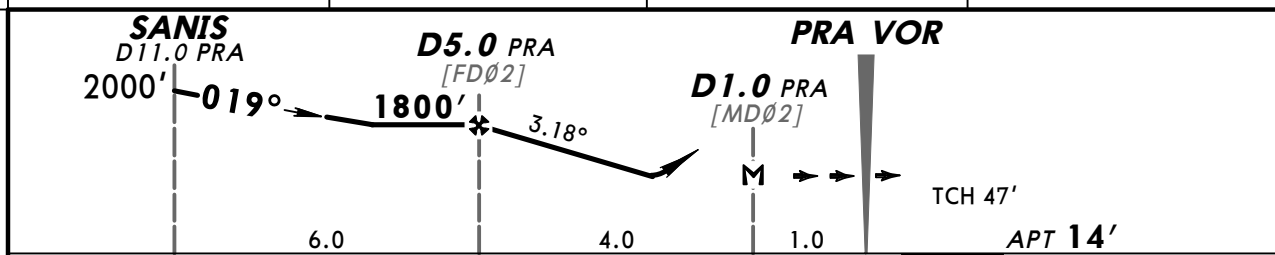


5700'
5100'
3200'
130°
252°
074°

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	
				100	580' (566')	1500m	
RVR 1500m				135	700' (686')	1600m	
				180	1080' (1066')	2400m	
CMV 2300m				205	1300' (1286')	3600m	

CHANGES: Communications. Minimums.

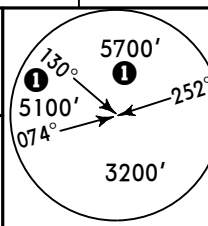
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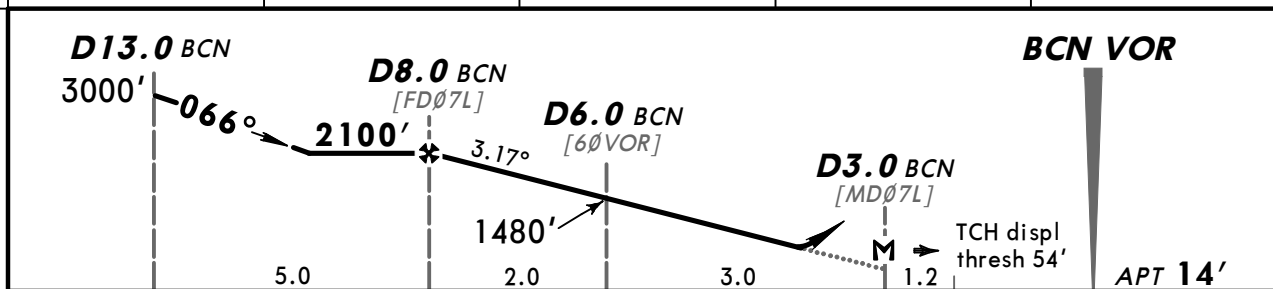
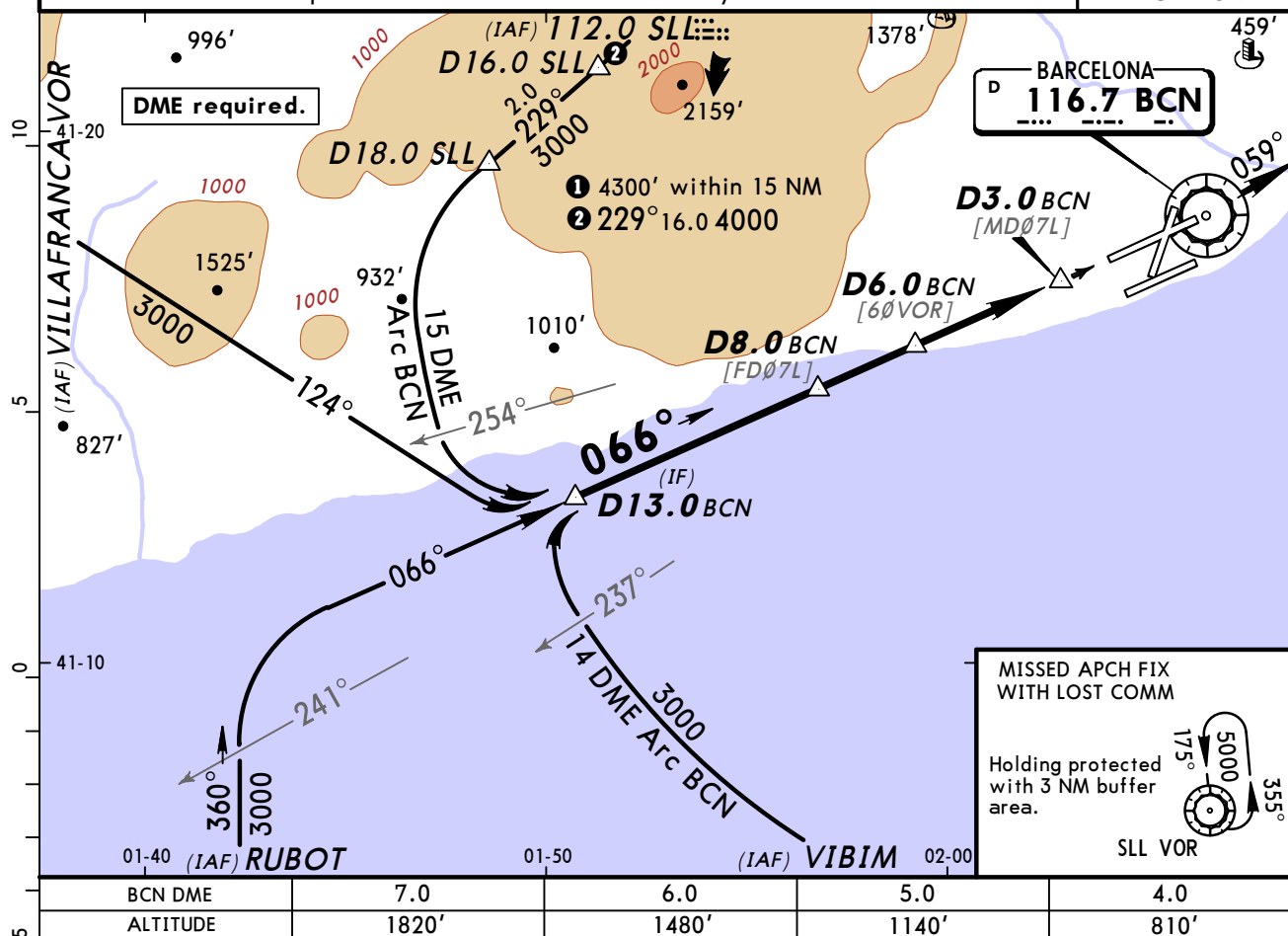
LEBL/BCN
EL PRAT

28 SEP 12

(13-2)

BARCELONA, SPAIN
VOR Rwy 07L

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82	SC 121.65
VOR BCN 116.7	Final Aptch Crs 066°	Minimum Alt D8.0 BCN 2100' (2086')	DA(H) 480' (466')	Apt Elev 14'		
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.						
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.						
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'			MSA BCN VOR

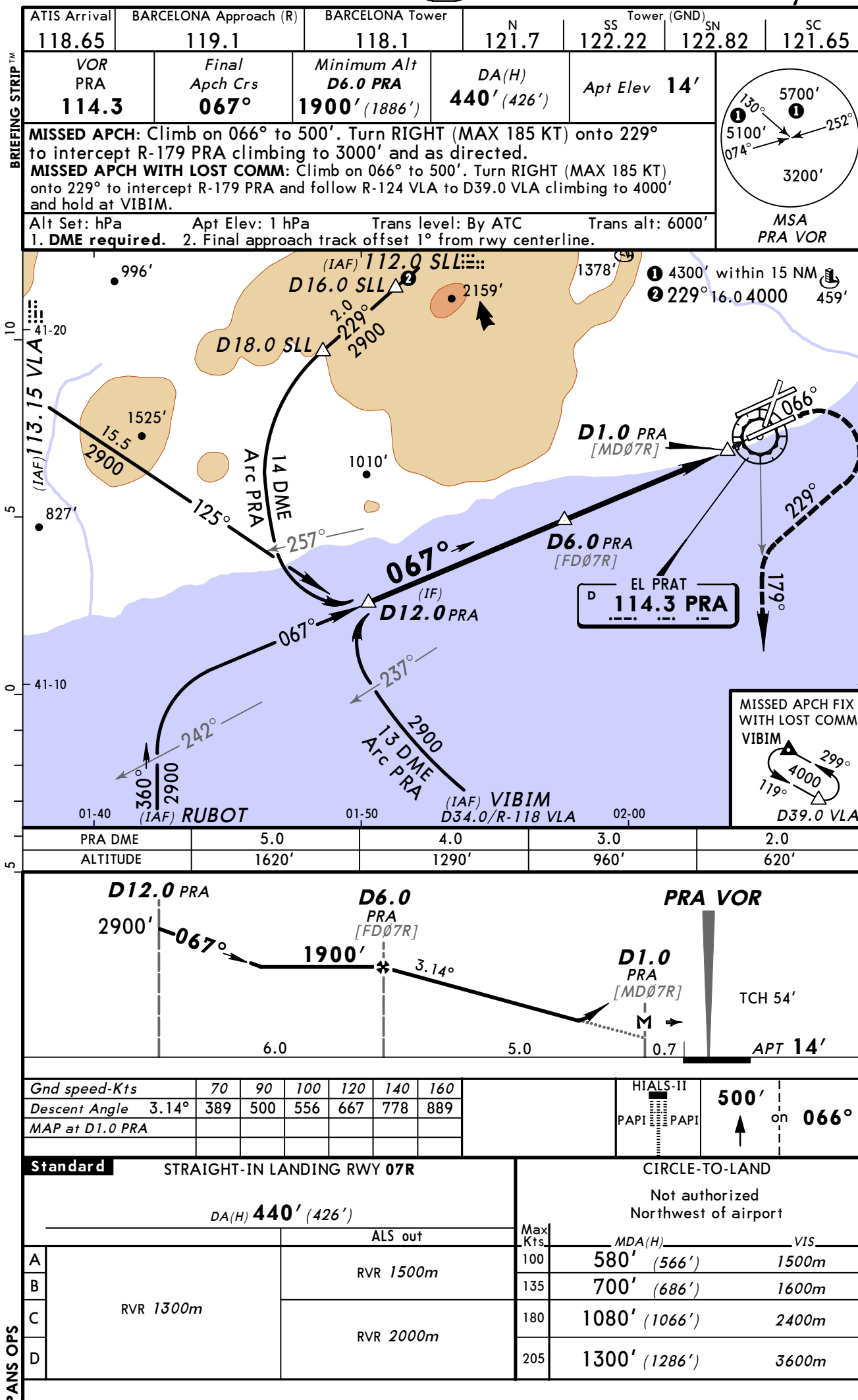


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		BCN 116.7	3000' on 116.7	BCN R-059
Descent Angle 3.17°	393	505	561	673	785	897	PAPI				
MAP at D3.0 BCN											

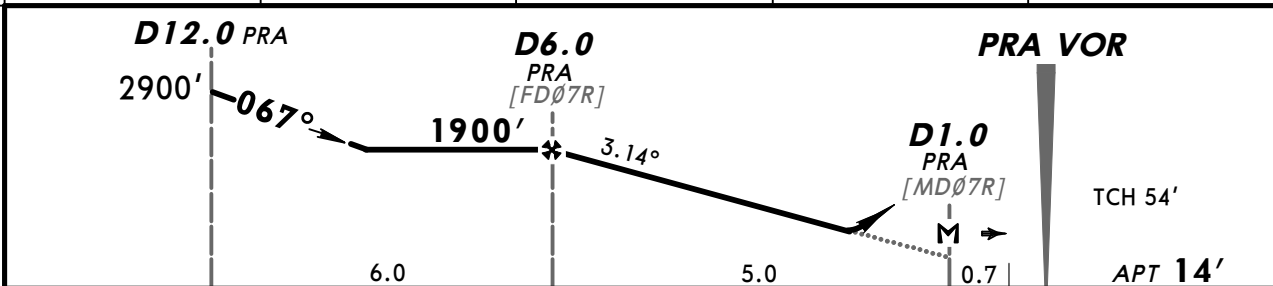
Standard STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
DA(H) 480' (466')				Not authorized Northwest of airport			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	580' (566')	1500m	
				135	700' (686')	1600m	
CMV 2200m				180	1080' (1066')	2400m	
				205	1300' (1286')	3600m	

CHANGES: Communications. Minimums.

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

PRA DME	5.0	4.0	3.0	2.0
ALTITUDE	1620'	1290'	960'	620'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle 3.14°	389	500	556	667	778	889	
MAP at D1.0 PRA							

Standard STRAIGHT-IN LANDING RWY 07R				CIRCLE-TO-LAND			
DA(H) 440' (426')				Not authorized Northwest of airport			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1300m				100	580' (566')	1500m	
				135	700' (686')	1600m	
RVR 2000m				180	1080' (1066')	2400m	
				205	1300' (1286')	3600m	

CHANGES: Apt name, Communications, Minimums.

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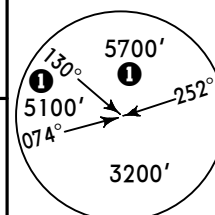
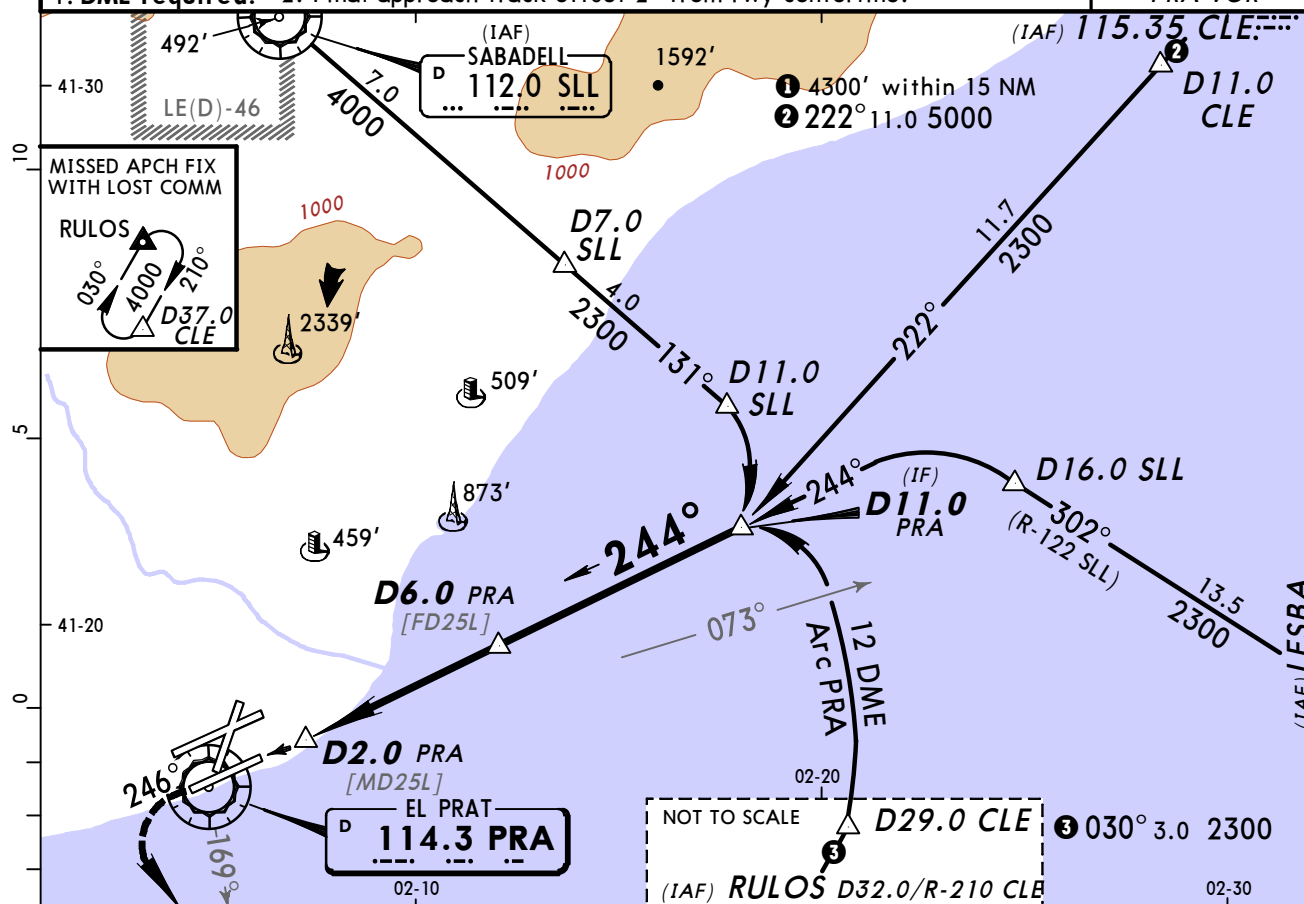
LEBL/BCN
EL PRATJEPPESEN
28 SEP 12 (13-4)BARCELONA, SPAIN
VOR Rwy 25L

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

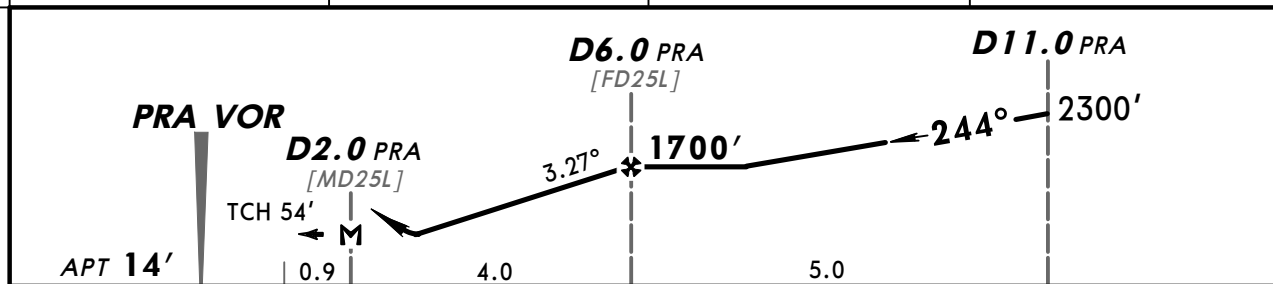
MISSED APCH: Climb on 246° to 500'. Turn LEFT (MAX 185 KT) to follow R-169 PRA climbing to 3000' and as directed.

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

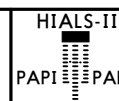
Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
1. DME required. 2. Final approach track offset 2° from rwy centerline.

MSA
PRA VOR

PRA DME	3.0	4.0	5.0
ALTITUDE	710'	1060'	1410'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.27°	405	521	579	694	810
MAP at D2.0 PRA						



500' on 246°

Standard STRAIGHT-IN LANDING RWY 25L

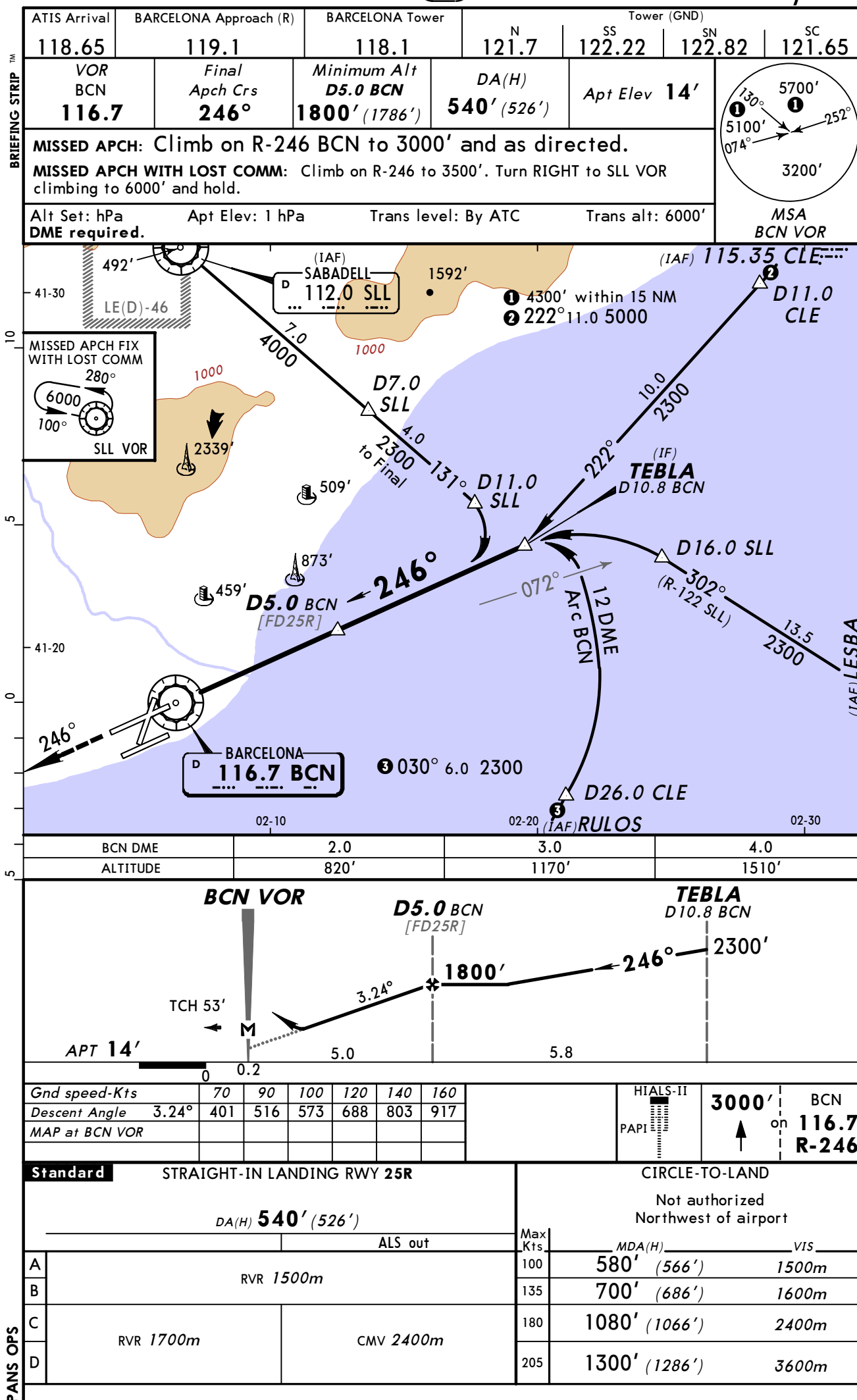
CIRCLE-TO-LAND

Not authorized
Northwest of airport

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

CHANGES: Apt name. Communications. Minimums.

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

BARCELONA, (EL PRAT - LEBL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEBL

Type: Terminal

Effectivity: Permanent

Begin Date: 20141024

End Date: No end date

A-CDM operational trials are planned to start in November 2014. Information implemented in 10-1P pages with revision 24 OCT 14.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-4) ILS DA(H) for CAT C raised to 212' (204'). ILS DA(H) for CAT D raised to 222' (214') and FULL/Limited RVR value raised to 800m, ALS out RVR is 1200m.

Type: Terminal

Effectivity: Permanent

Begin Date: 20130919

End Date: No end date

Rwy 07L: PAPI-R changed to PAPI.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

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