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Revision Letter For Cycle 01-2016

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General Information

Location: BARCELONA ESP
ICAO/IATA: LEBL / BCN
Lat/Long: N41° 17.82', E002° 04.70'
Elevation: 14 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 0.0° 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: 0717 Z
Sunset: 1641 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: 118.650 Arrival Service
ATIS: 121.975 Departure Service
Barcelona Tower: 118.100
Barcelona Tower: 122.225
Barcelona Tower: 118.325
Barcelona Tower: 121.650
Barcelona Tower: 121.700
Barcelona Tower: 121.800
Barcelona Tower: 25.780 Military
Barcelona Approach: 124.700
Barcelona Approach: 125.250
Barcelona Approach: 126.500
Barcelona Approach: 127.700
Barcelona Approach: 36.230 Military
Barcelona Approach: 131.125
Barcelona Approach: 119.100
Barcelona Approach: 121.150

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JEPPESEN

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10-1P

Eff 7 Jan

BARCELONA, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

D-ATIS Arrival 118.650

D-ATIS Departure 121.975

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.

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BARCELONA, SPAIN
AIRPORT BRIEFING

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 N1 nosing to the East in parallel direction to RWY 07L/25R.

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

During LVP, CAT II/III operations on RWYs 07R and 25L/R, departures from RWYs 07L/R and 25L/R.

The RWY configurations available in low visibility conditions are:

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

RWY 02/20 cannot be used in low visibility conditions.

LVP in the manoeuvring area shall be applied

when any of the following weather conditions exist:

- RWY 25R in use for ARR:
 - When RVR is 600m or below at any transmissometer of that RWY.
 - When ceiling is 250'/75m or below.
- RWY 25L in use for ARR:
 - When RVR is 800m or below at any transmissometer of that RWY.
 - When ceiling is 250'/75m or below.
- RWY 07R in use for ARR:
 - When RVR is 650m or below at any transmissometer of that RWY.
 - When ceiling is 300'/90m or below

LVP in the manoeuvring area shall be cancelled

when the following meteorological conditions occur simultaneously:

- RWY 25R in use for ARR:

When RVR is above 800m at all transmissometers of that RWY 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 in use for ARR:

When RVR is above 1000m at all transmissometers of that RWY and ceiling is 300'/90m or above with a strong trend towards improvement of meteorological conditions (when TREND or TAF forecast VIS higher than 2000m and ceiling higher than 800'/240m).
- RWY 07R in use for ARR:

When RVR is above 850m at all transmissometers of that RWY 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).

Any notified or detected incidence that may affect the LVP shall immediately be communicated to ACFT to take appropriate decisions.

Tower will supply RWYs in use RVR directly, in accordance with the following order: RVR TDZ: TDZ; RVR MID: RWY MID POINT; RVR END: RWY end.

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BARCELONA, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.3.2. ARRIVAL

Landing clearance shall be issued when ILS sensitive areas (LSA) are clear vacated, usually before the approaching ACFT is at 2NM from the touchdown point. Landing clearance issue can be delayed before the ACFT is 1NM from the TDZ point, if the pilot has been advised to receive a late clearance.

The exit from the RWY will be made by:

ARR 07R: G5.

ARR 25L: G8.

ARR 25R: - Exit to the North: P6 except code letter F ACFT that will do it for Z6.
- Exit to the South: R6.

If, for performance reasons, ACFT cannot leave through these exits, it shall notify TWR in the first communication so that the appropriate lights can be switched on.

In case of incidence with ATS surveillance systems, ACFT may be instructed to notify 'LSA vacated'.

RWY 25R: ACFT shall notify 'LSA vacated':

- if they exit to the North, when they stop seeing the last yellow light (from the series of alternating green and yellow lights) of the TWY centerline to the used RWY exit. In that position they will be at safety distance from TWY T and out of the LSA;
- if they exit to the South, once they have entered in TWY N or they have crossed it.

RWY 07R/25L: ACFT shall notify 'LSA vacated' once they have entered TWY K or have crossed it.

Unless otherwise specified by ATC, ACFT leaving the RWY will have priority over those taxiing in the vicinity.

1.3.3. GROUND MOVEMENT

Pilots shall proceed to verify at every moment the ACFT position, especially at intersections, checking that taxiing is being executed under total safety conditions.

Ground movement shall be carried out according to LOW VIS TAXI ROUTES charted on 10-9 series and based on available TWY lights.

Pilots shall base the continuity of taxiing on the possibility of following the green TWY centerline lights.

Ramp 31 shall not be usable when the LVP are in force.

The use of stands 245 thru 248 and 250 shall be restricted as far as possible. If any traffic parked in these positions request push-back, it will be assisted by a signalman.

1.3.4. ACFT ON TAKE-OFF

Pilots in command of the ACFT shall request ATC to the start-up of engines with RVR values equal or above their take-off minima.

ACFT shall notify ATC of the need for guided take-off as soon as possible.

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AIRPORT BRIEFING

1. GENERAL

1.3.5. ANOMALOUS SITUATION IN MANOEUVRING AREA

Uncertainty regarding the Position on the Maneuvering Area

If a pilot doubts about the position of the ACFT relative to the manoeuvring area, or stops seeing green TWY centerline lights, he shall immediately stop the ACFT and notify ATC of these circumstances (including the last known position).

In situations where the pilot doubts about the position of the ACFT relative to the manoeuvring area, but he recognizes that the ACFT is on a RWY, the pilot shall immediately notify ATC (including the last known position). He shall evacuate the RWY as soon as possible if he is able to locate a close appropriate TWY, unless otherwise specified by ATC. Then he shall stop the ACFT.

If ATC is aware that an ACFT has lost the position on the manoeuvring area, or is unsure of its position, appropriate measures to safeguard operations will be taken to assist the ACFT to determine its position.

Loss of Visual Contact between moving ACFT or moving Vehicles

In case of loss of visual contact of an ACFT with other ACFT or a vehicle with which it maintains appropriate separation, the ACFT will immediately inform ATC and will stop. ATC will take the measures it deems.

Aircraft Failure

ACFT shall notify the situation to ATC and shall wait for the arrival of assistance. In case it is on a RWY, if possible and unless otherwise specified by ATC, it shall evacuate it.

1.3.6. COMMUNICATION FAILURE

Arriving ACFT shall continue on the assigned route to stop at the limit of an ATC clearance, taking extreme caution, where it shall maintain its position and wait for the arrival of an assistance vehicle.

If the ACFT has just landed, it shall maintain position to vacate the sensitive area (LSA) and shall wait for the arrival of an assistance vehicle.

If the ACFT already has an ATC taxiing clearance, it shall continue with extreme caution on the assigned route to the ATC clearance limit, where it shall maintain its position and wait for the arrival of an assistance vehicle.

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AIRPORT BRIEFING

1. GENERAL

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), it should be also be entered (by means of the FMS or the transponder control panel) from request for towed push-back or taxi, whichever is earlier. Aircrew must use ICAO defined format to enter the ACFT ident (e.g. BAW123, AFR6380,...).

In order to ensure that performance of systems based on SSR frequencies (including airborne TCAS units and SSR radar) is not affected, TCAS shall not be activated before receiving the clearance to line-up and wait, 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.

TWYs B, L and Q are used to access to stand.

TWYs L8 thru L11, P2, P6, P7, Q7, Q8, U1 thru U7 and UB 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.

1.5.2.2. 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.

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1. GENERAL

1.5.2.3. CODE E & 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 14.76/4.5m between the outer wheel of the main gear of Code E or F ACFT and the TWY edge, the movement of Code E or F ACFT between TWY S and T must be made with "oversteering" manoeuvre.

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 RWY holding position or intermediate holding position. Pilots taxiing behind an ACFT stopped at a RWY holding position or intermediate holding position are responsible for keeping a safe distance from it. If there is any doubt about whether an ACFT is located on a RWY holding position or intermediate holding position can be overtaken safely, taxiing ACFT must stop, notify ATC and request alternative instructions.

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.

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BARCELONA, SPAIN
AIRPORT BRIEFING

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.

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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	P1	all	6115' (1864m)
	P2	light & medium	4282' (1305m)
	R2	light & medium	3448' (1051m)
	P4	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	P6	all	6929' (2112m)
	R6	all	6736' (2053m)
	R5	all	5587' (1703m)
	P5	light & medium	5305' (1617m)
	R3	light & medium	4623' (1409m)
	P3	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	P7	all	10,223' (3116m)

In crossed operations, ACFT unable 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 P1 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.

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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 and follow ATC instructions depending on their stand:

Ramp 9: to the North and follow ATC instructions.

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

Ramps 13, 14, 15 and 17: to the South and via 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 and 17: 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.

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3. DEPARTURE

3.1. APT-COLLABORATIVE DECISION MAKING (A-CDM)

3.1.1. TARGET OFF-BLOCK TIME (TOBT)

TOBT represents the time at which the ACFT operator or handling agent estimates that the ACFT will be ready to start-up, as well as to start push back within 5 minutes from receiving clearance to start-up from BARCELONA Tower.

The ACFT operator or handling agent must update the TOBT through the corresponding channels if the time at which the ACFT is ready to vacate its stand changes.

The pilots must guarantee that the flight is ready to leave at TOBT with a tolerance of +/-5 minutes. If the flight is not ready within that time window the ACFT operator or handling agent must update the TOBT.

A TOBT earlier than 10 minutes before the airport slot and/or a TOBT previous to the current time will not be accepted.

The EOBT information of the flight plan must be updated according to TOBT with a tolerance of +/-10 minutes.

3.1.2. TARGET START-UP APPROVAL TIME (TSAT)

The TSAT is allocated by ATC and represents the time at which the ACFT expects to be cleared to start-up, taking into consideration the ATFM regulations and the local restrictions. In order to establish the pre-departure sequence the confirmed TOBT shall be taken as the basic time of the flight.

Pilots will receive their TSAT and subsequent modifications via the ACFT operator or handling agent, the visual docking guidance system or from BARCELONA Clearance.

3.1.3. TARGET TAKE-OFF TIME (TTOT)

TTOT represents the time at which the ACFT will be ready to take off, considering the TOBT/TSAT and the variable taxi time depending on stand and assigned RWY.

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

3.1.4. START-UP

The pilot may request start-up clearance from BARCELONA Clearance within an interval of +/-5 minutes with regard to TOBT. BARCELONA Clearance may, according to the flight's TSAT, clear start-up or advise TSAT.

If the flight is ready and this was reported to BARCELONA Clearance but start-up delays are occurring it is not necessary to update the TOBT on the basis of this TSAT.

If BARCELONA Clearance has not received the start-up request within 5 minutes after TOBT the flight will miss its TSAT and a new updated TOBT will be required. Once the new TOBT has been received the flight will be sequenced again with a new TSAT. ACFT will not be cleared to start-up until a valid TOBT and a new TSAT have been received.

3.1.5. PUSH-BACK

Push-back must be requested from BARCELONA Tower (GND) and start within 5 minutes from receipt of the start-up clearance. If this limit is not met the ACFT might receive a revocation of its start-up clearance, in which case it will be necessary to wait for a new updated TOBT. Once the new TOBT has been received the flight will be sequenced again with a new TSAT. ACFT will not be cleared to start-up until a valid TOBT and a new TSAT have been received.

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3. DEPARTURE

3.1.6. REGULATED FLIGHTS

Regulated flights shall have a TSAT assigned from the moment of reception of the CTOT, although they must communicate a valid TOBT based on departure intentions of the ACFT operator and not on the regulation itself.

This information is to be transmitted for possible improvement of the CTOT. At TOBT-5 minutes start-up clearance (ASRT) may be requested, and reception of the ASRT shall replace the REA request for CTOT improvement.

Should a regulated flight cease to be regulated a new TSAT will be assigned on the basis of the TOBT. TSAT shall always be later than the actual time to ensure a minimum time margin for pilots to prepare for start-up.

3.2. DE-ICING

3.2.1. GENERAL

An ACFT de-icing area has been established for ACFT up to 167'/51m wingspan in stands of Ramp 17 or Ramp 4 according to the hired handling agent.

In case of saturation in the stands of Ramp 17, a contingency de-icing position has been established in the gate MS in Ramp 17. Guidance services with Follow-me vehicle shall be provided to ACFT having to carry out the de-icing in gate MS.

The de-icing of ACFT with wingspan larger than 167'/51m will be done in the stands where ACFT are parked.

3.2.2. OPERATION IN DE-ICING AREA

When the pilot requires clearance to start-up, the need for de-icing operation shall be reported. Start-up authorization could be cleared according to the operative needs and the sequence of requests of de-icing instead of TSAT (Target Start-up Approval Time).

Pilots shall maintain permanent watch on Tower (GND) frequency corresponding to the de-icing area [Tower (GND) S for Ramp 17 and Tower (GND) N for Ramp 4].

Once the de-icing operation is finished, the pilot shall notify on Tower (GND) frequency corresponding to the de-icing area that he is ready for departure and, when cleared, he shall leave the de-icing area as soon as possible.

Clearance to enter the de-icing area shall be granted once the previous ACFT has vacated it.

The pilot in command shall make sure that the ACFT is properly located on the stand in order to safeguard the movement of the de-icing equipments through the area.

De-icing operations of ACFT shall be carried out with the engines in idle regime and ready to take-off, or with engines stopped using ACFT APU. For the de-icing operation of a 4-engines ACFT, the agent in charge of the de-icing operation may require the pilot to turn off some of the outer engines.

When an ACFT cannot leave the de-icing area on its own, the operator responsible for it is obliged to remove it immediately from the mentioned area according to the established procedure with its handling agent.

An operator of the handling agent (or the company, if required by its own procedures) shall contact the pilot in command of the ACFT by means of communication JACK, reporting the de-icing service conclusion.

LEBL/BCN
EL PRAT

JEPPesen

1 JAN 16

(10-1P11)

Eff 7 Jan

BARCELONA, SPAIN

AIRPORT BRIEFING

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 according to A-CDM proceedings, 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.

3.3.3. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
95, 96, 184, 185	South (go-on with pull-forward compulsory)
100 thru 102, 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
284, 286	West
290 thru 298	Push-back to TWY J10 mandatory nosing to the West.

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: Y2, Y4, Z2, Z3 or Z4 for RWY 25R and Y5, Y6, Y7, Z5, Z6 or Z7 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.

LEBL/BCN
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JEPPESEN
1 JAN 16

10-1P12

Eff 7 Jan

BARCELONA, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

3.4. STANDARD TAXI ROUTES

3.4.1. GENERAL

Under normal conditions ACFT will taxi following the STANDARD TAXI ROUTES corresponding to the configuration in use.

Under certain circumstances, ATC may authorize an ACFT to shorten the standard route by crossing the RWY in use. In this case the crew must be in a position to accelerate the crossing of the RWY in use and taxi at low power ("reduced engine taxi") may not be accomplished, notifying ATC otherwise.

3.4.2. EAST CONFIGURATION

Use Gate indicated by ATC, then taxi via TWY U1, S5 until S14, M16 until M7, E4, E3, J7 and K to holding point RWY 07R.

3.4.3. WEST CONFIGURATION

3.4.3.1. TAXIING FROM TERMINAL T1

RAMP 9:

Use Gate indicated by ATC, then taxi via TWY S13, S14, M6, E4 until E1 or D2, D1, K to holding point RWY 25L.

RAMP 10, 11, 12 and 16:

Use Gate indicated by ATC, then taxi via TWY M14 until M6, E4 until E1 or D2, D1, K to holding point RWY 25L.

RAMP 13, 14, 15 and 17:

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

3.4.3.2. TAXIING FROM TERMINAL T2

Use Gate indicated by ATC, then taxi via TWY U1, S5 until S14, M16 until M6, E4 until 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.

LEBL/BCN
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JEPPesen

1 JAN 16

10-1P13

Eff 7 Jan

BARCELONA, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

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 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.

The standard intersections to take-off from RWY 25R are: Y2, Y4, Z2, Z3 and Z4. From RWY 07L they shall be: Y5, Y6, Y7, Z5, Z6 and Z7.

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

3.6.3. VISUAL DEPARTURE

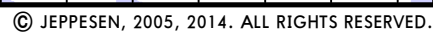
When due to exceptional circumstances (cumulonimbus clouds, storms, etc.), traffics can not comply with the SID established for security reasons, they may request a "visual departure" from ATC.

They shall comply with the provisions of paragraph 6.5.4 of ICAO DOC 7030, under the following conditions:

- During the daytime.
- VMC conditions in the direction of take-off and initial climb to the MVA.
- The pilot shall be responsible for maintaining obstacle clearance margin.

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.



LEBL/BCN
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 **JEPPESEN**
11 OCT 13 **10-2** **Eff 17 Oct**

BARCELONA, SPAIN
STAR

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

LEBL/BCN
EL PRAT

BARCELONA, SPAIN
STAR

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

LEBL/BCN
EL PRAT

JEPPESSEN
13 JUN 14 10-2B Eff 26 Jun

BARCELONA, SPAIN
RNAV STAR

D-ATIS
118.65

Apt 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

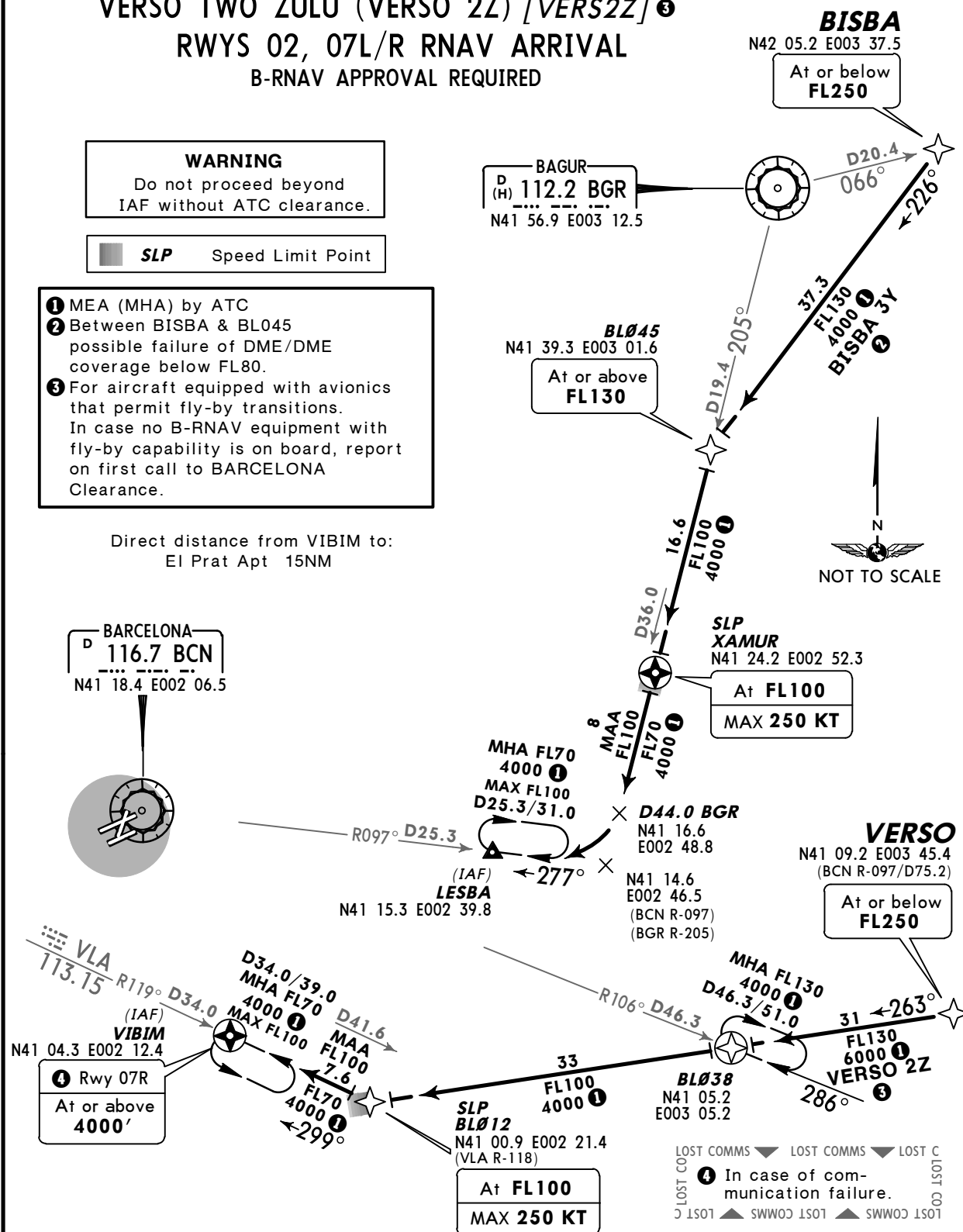
WARNING

Do 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'+).

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LEBL/BCN
EL PRAT

JEPPESSEN
13 JUN 14 10-2E Eff 26 Jun

BARCELONA, SPAIN
RNAV STAR

D-ATIS
118.65

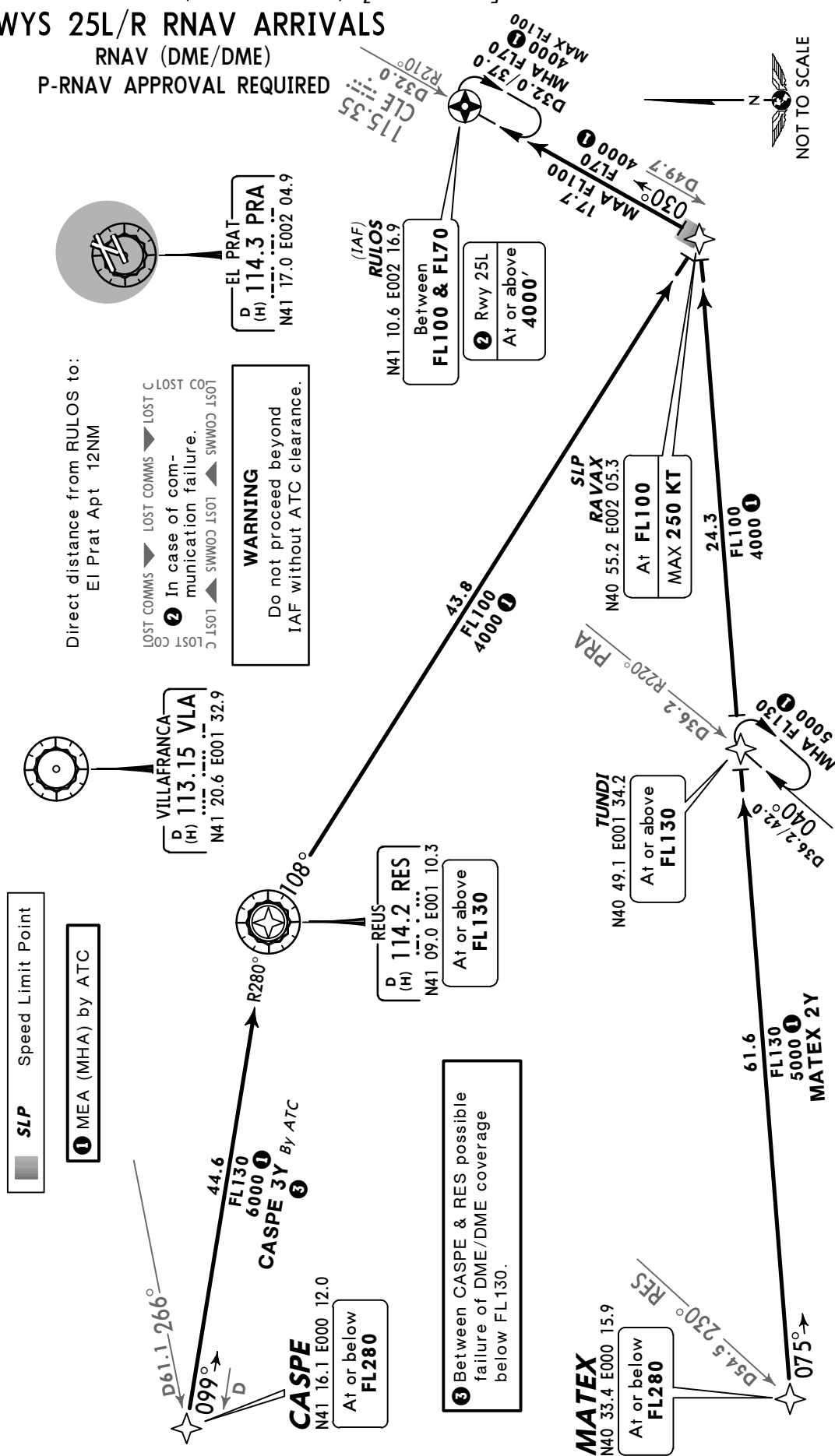
Apt Elev
14'

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

CASPE THREE YANKEE (CASPE 3Y) [CASPE3Y]
MATEX TWO YANKEE (MATEX 2Y) [MATEX2Y]
RWYS 25L/R RNAV ARRIVALS

RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED

STAR	ROUTING
CASPE 3Y	CASPE (FL280-) - RES (FL130+) - RAVAX (FL100; K250-) - RULOS (FL100-; FL70+); ② RWY 25L: 4000'+).
MATEX 2Y	MATEX (FL280-) - TUNDI (FL130+) - RAVAX (FL100; K250-) - RULOS (FL100-; FL70+); ② RWY 25L: 4000'+).

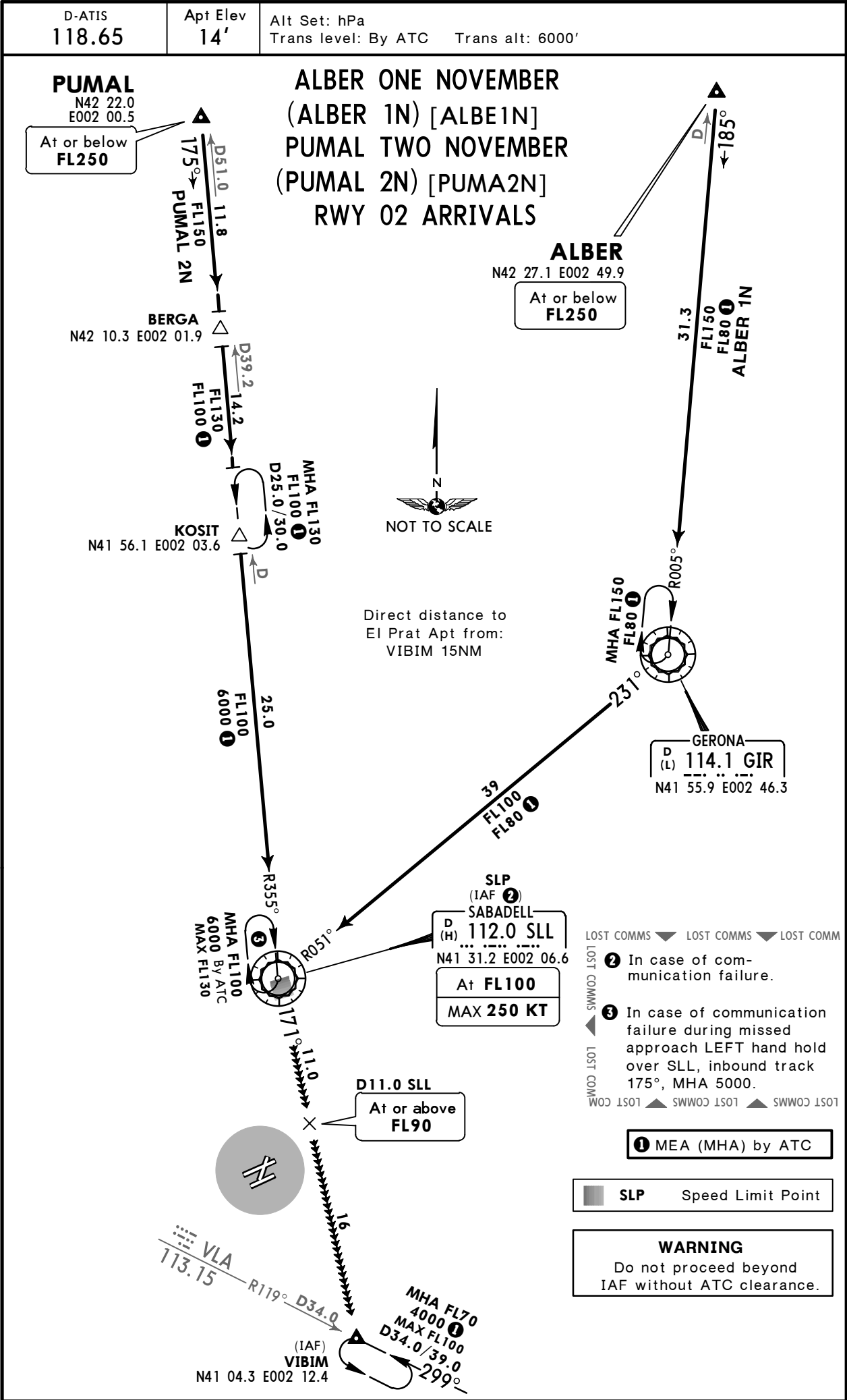


Alt Set: hPa
Trans level: By ATC Trans alt: 6000'

LEBL/BCN
EL PRAT

JEPPESSEN
13 MAR 15 10-2G

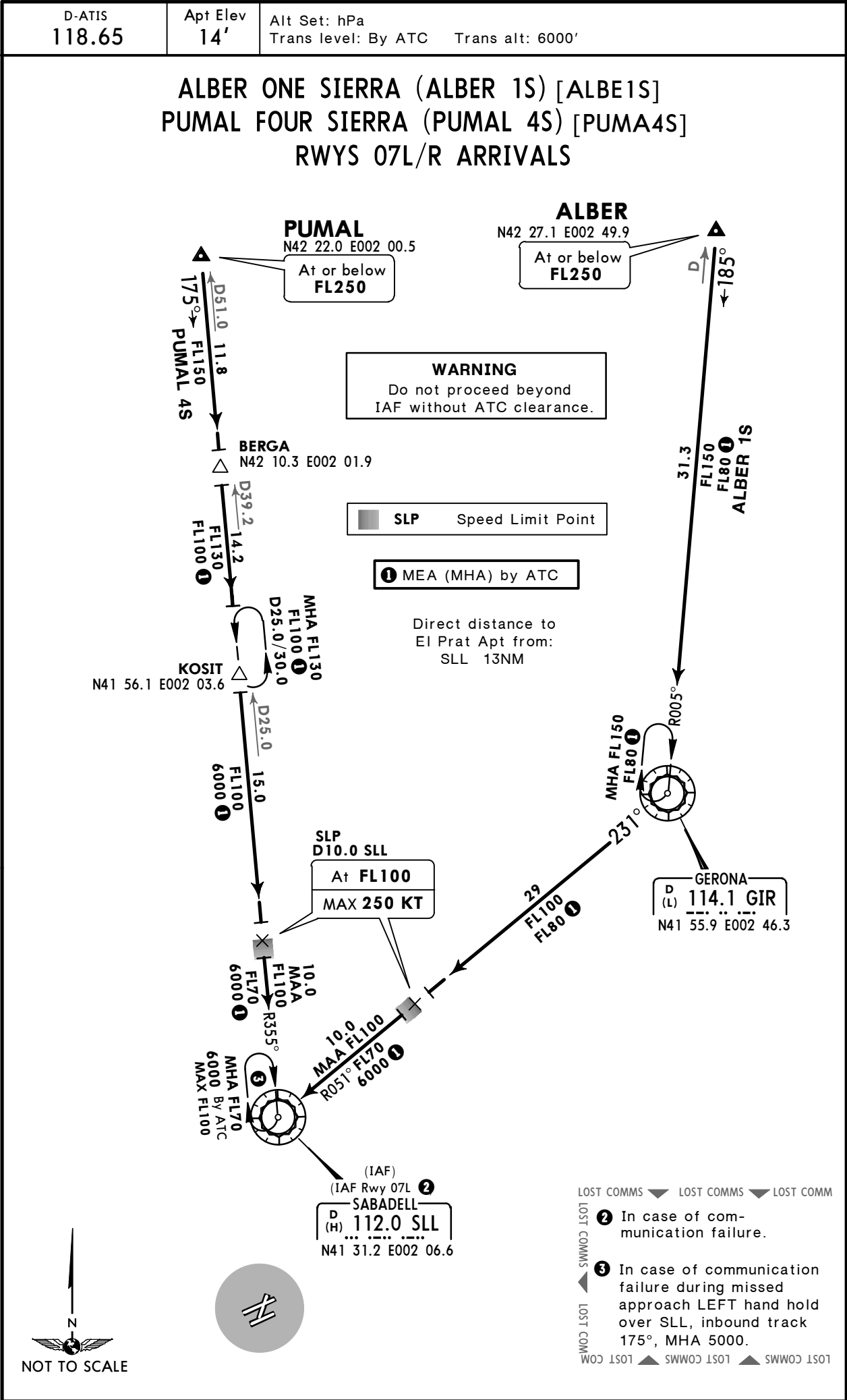
BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

JEPPESSEN
13 MAR 15 10-2H

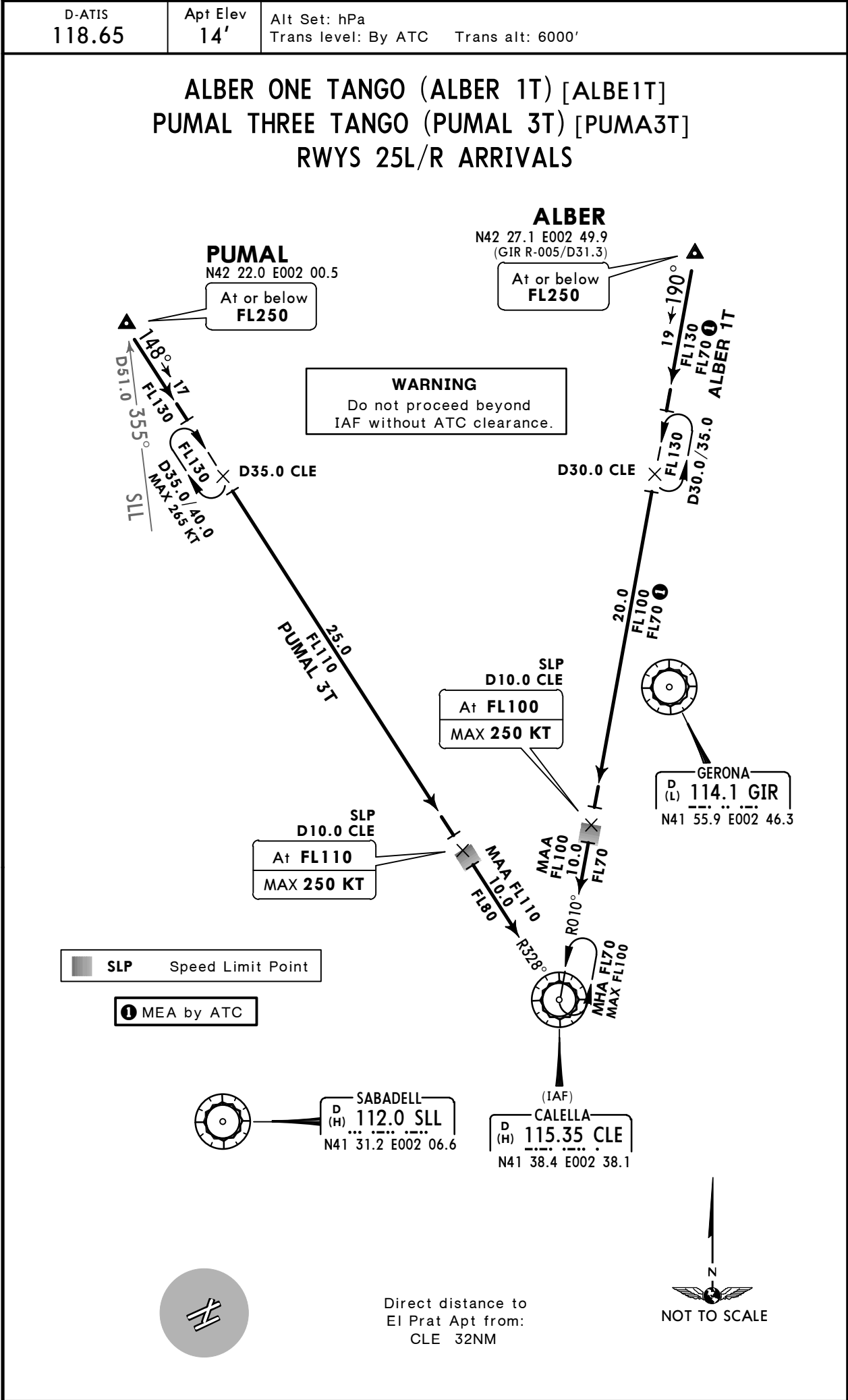
BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

13 MAR 15 10-2J

BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

JEPPESEN

BARCELONA, SPAIN

13 MAR 15

10-2M

STAR

D-ATIS
118.65

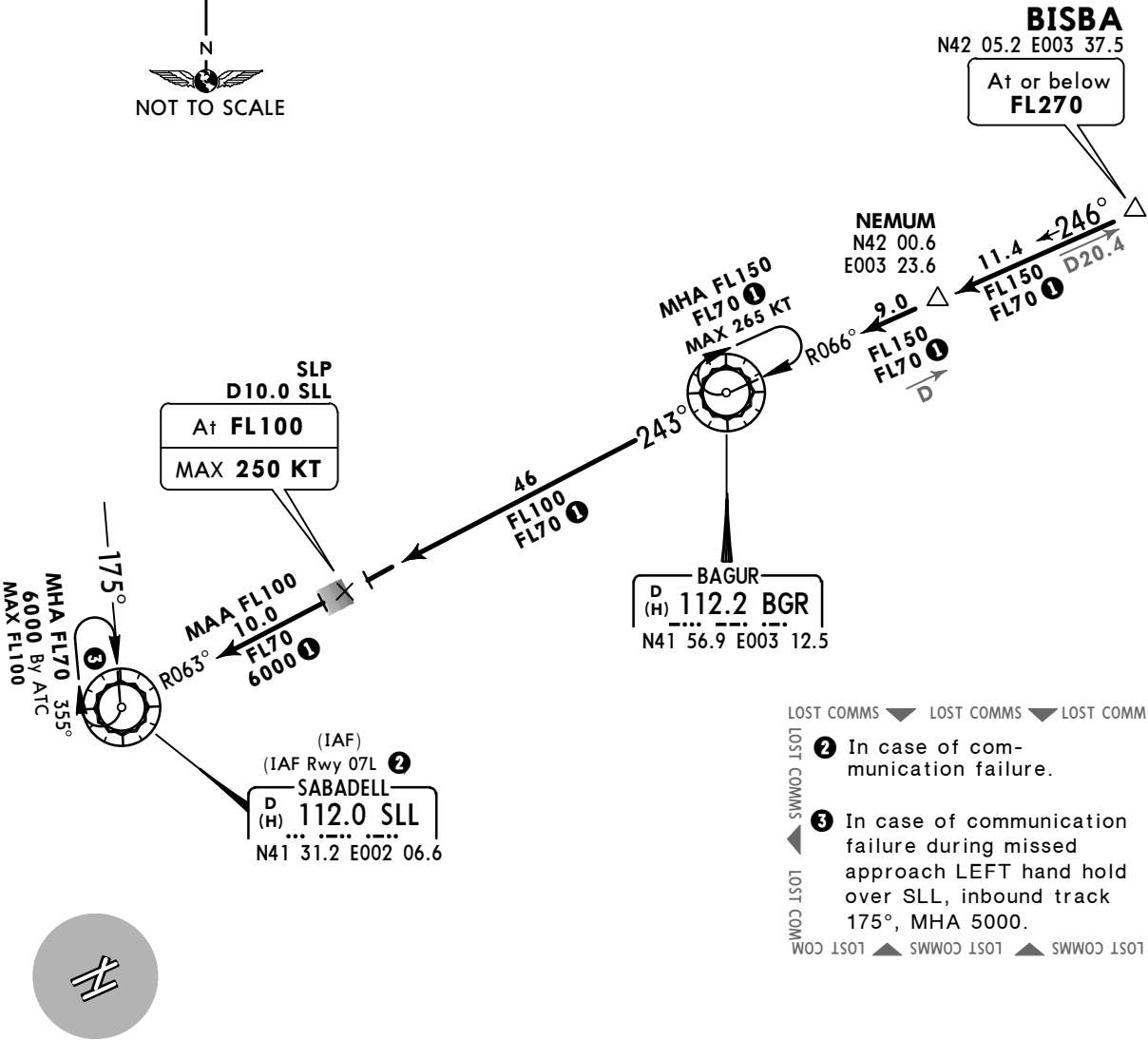
Apt Elev
14'

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

BISBA FOUR SIERRA (BISBA 4S) [BISB4S]
RWYS 07L/R ARRIVAL

SLP Speed Limit Point

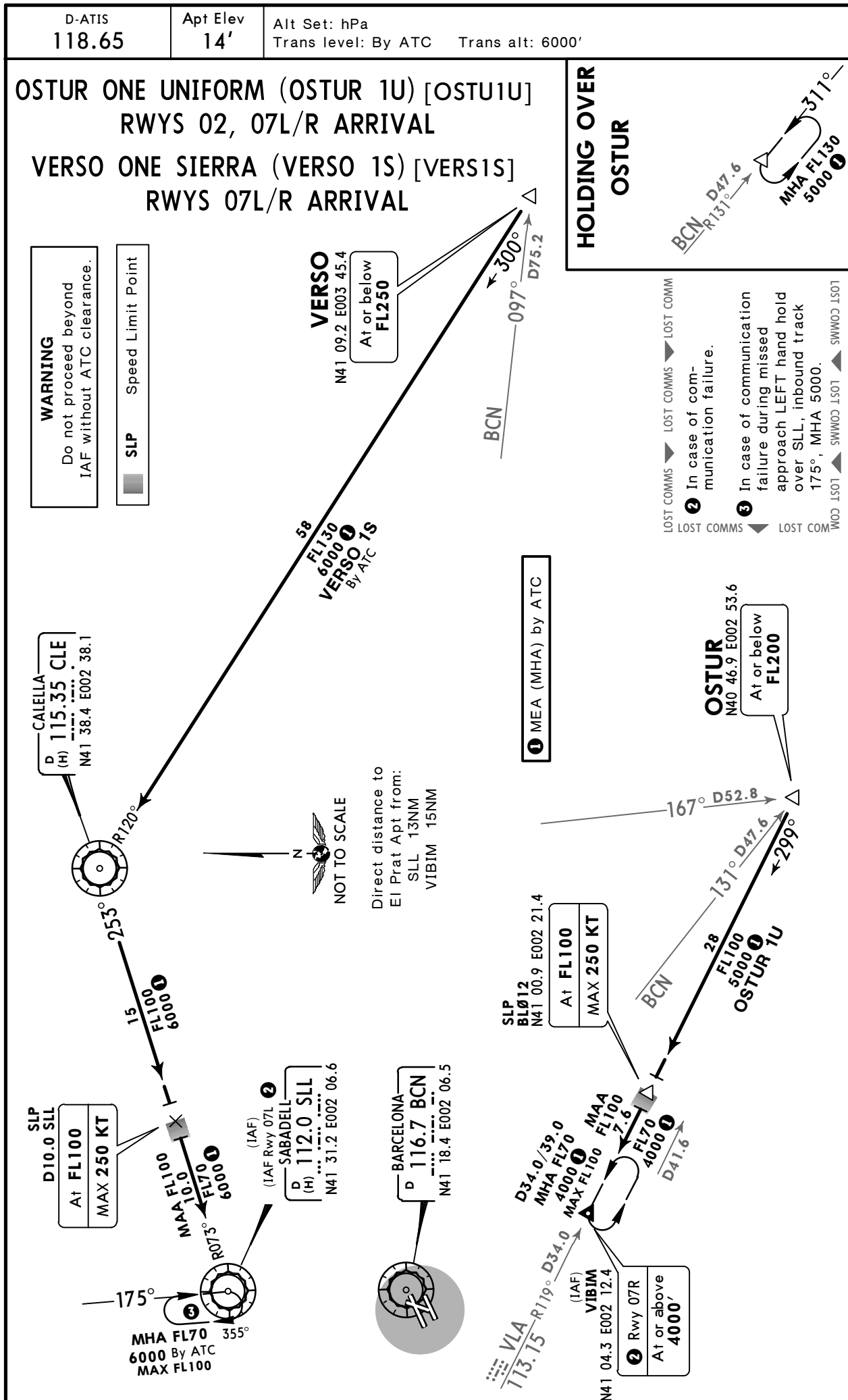
WARNING
Do not proceed beyond
IAF without ATC clearance.



Direct distance to
El Prat Apt from:
SLL 13NM

① MEA (MHA) by ATC

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STAR

LEBL/BCN
EL PRAT

JEPPESSEN
13 JUN 14 **10-2T** **Eff 26 Jun**

BARCELONA, SPAIN
STAR

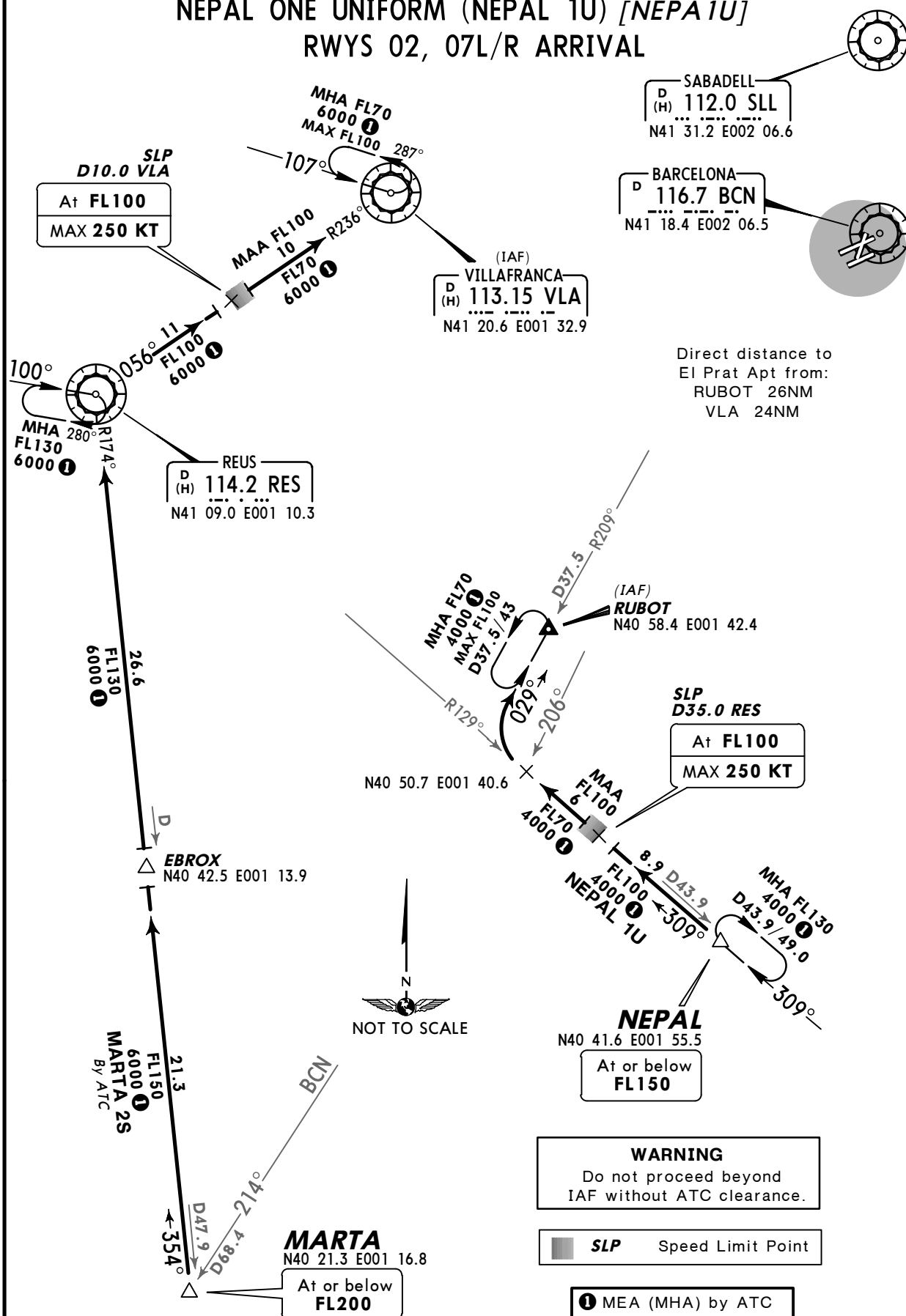
D-ATIS
118.65

Apt Elev
14'

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

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

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



LEBL/BCN
EL PRAT

JEPPESSEN
13 JUN 14 10-2T1 Eff 26 Jun

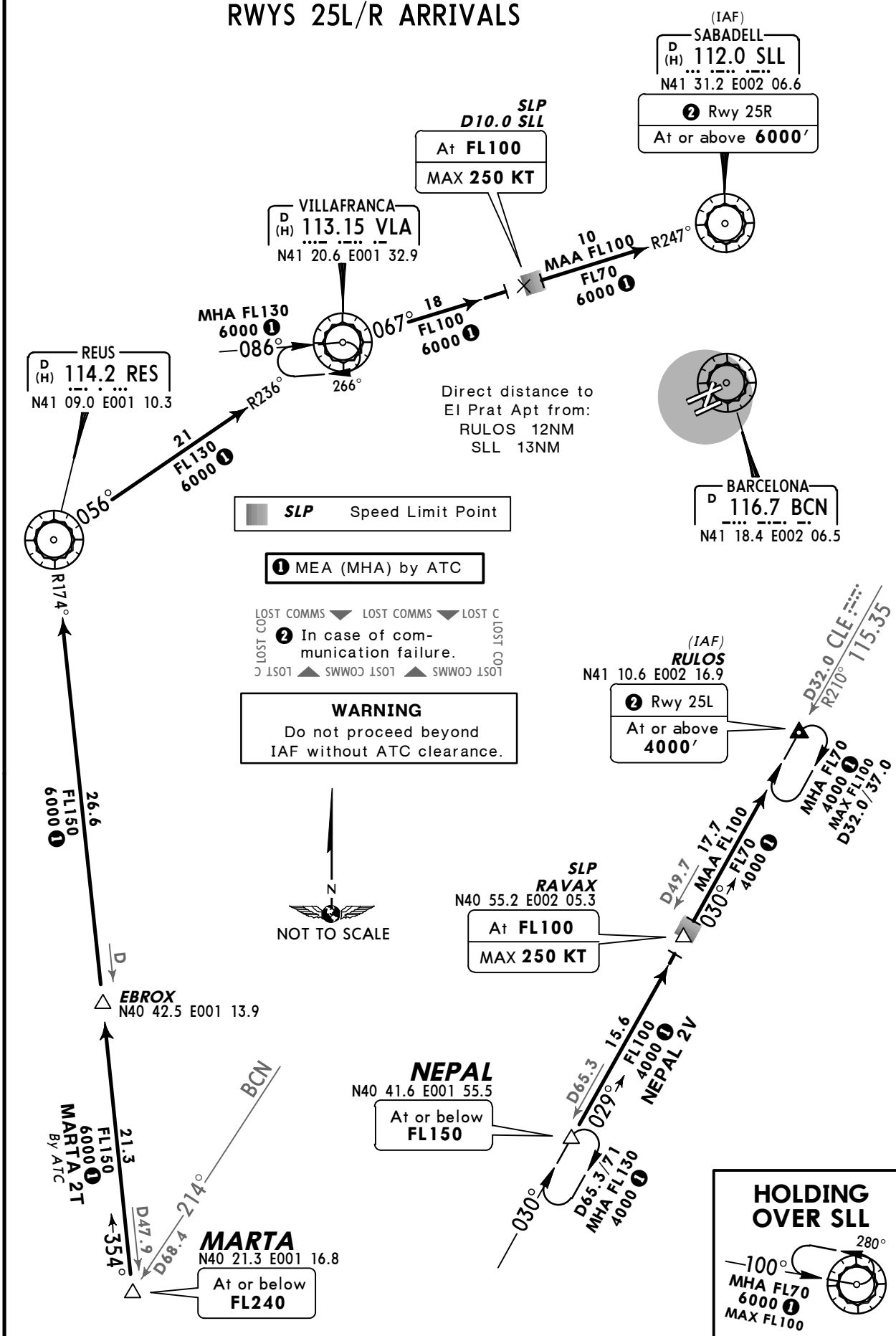
BARCELONA, SPAIN
STAR

D-ATIS
118.65

Apt Elev
14'

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

MARTA TWO TANGO (MARTA 2T) [MART2T]
NEPAL TWO VICTOR (NEPAL 2V) [NEPA2V]
RWYS 25L/R ARRIVALS



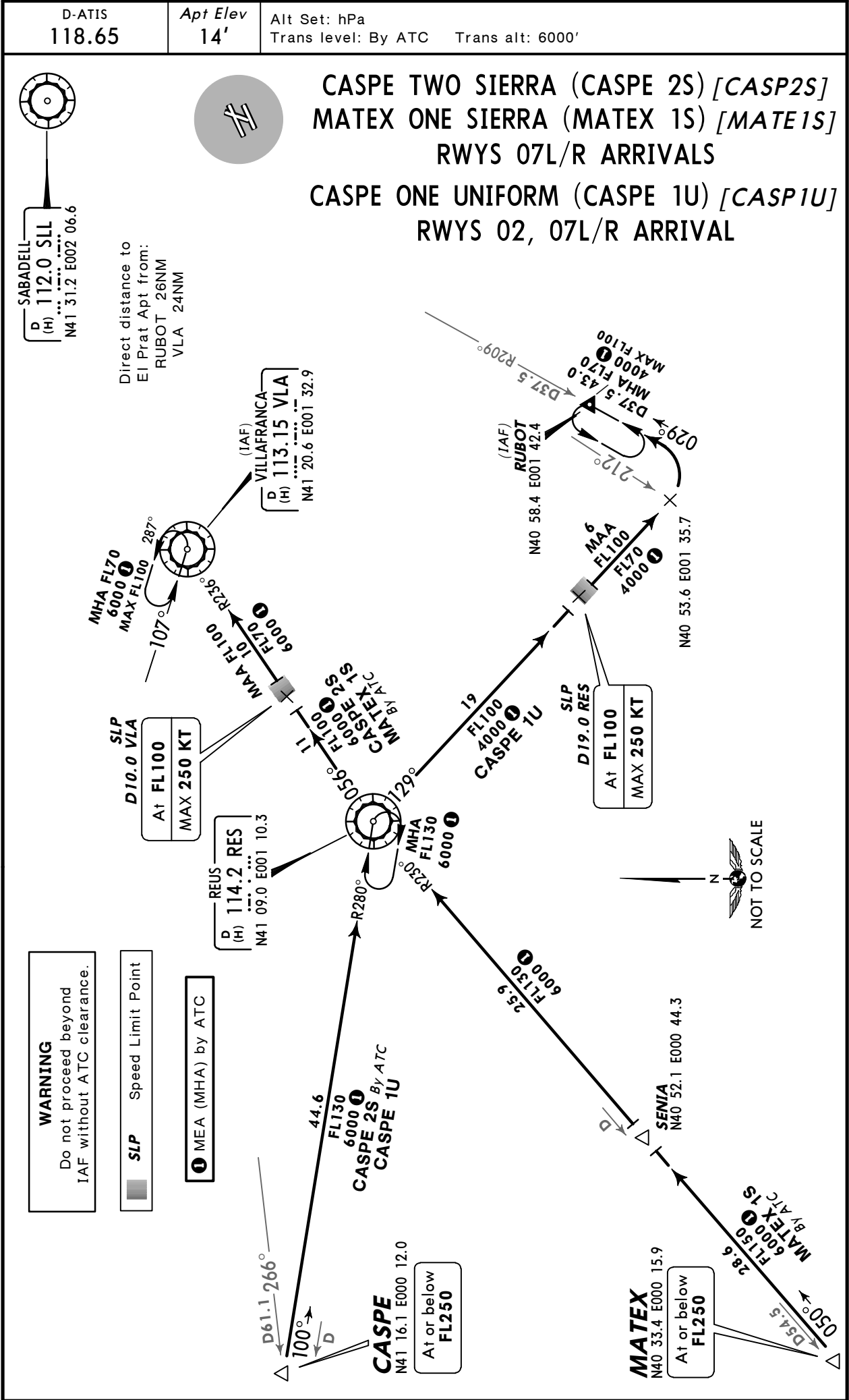
CHANGES: Speed restriction at RULOS & SLL withdrawn; D-ATIS.

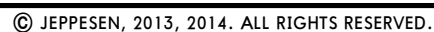
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LEBL/BCN
EL PRAT

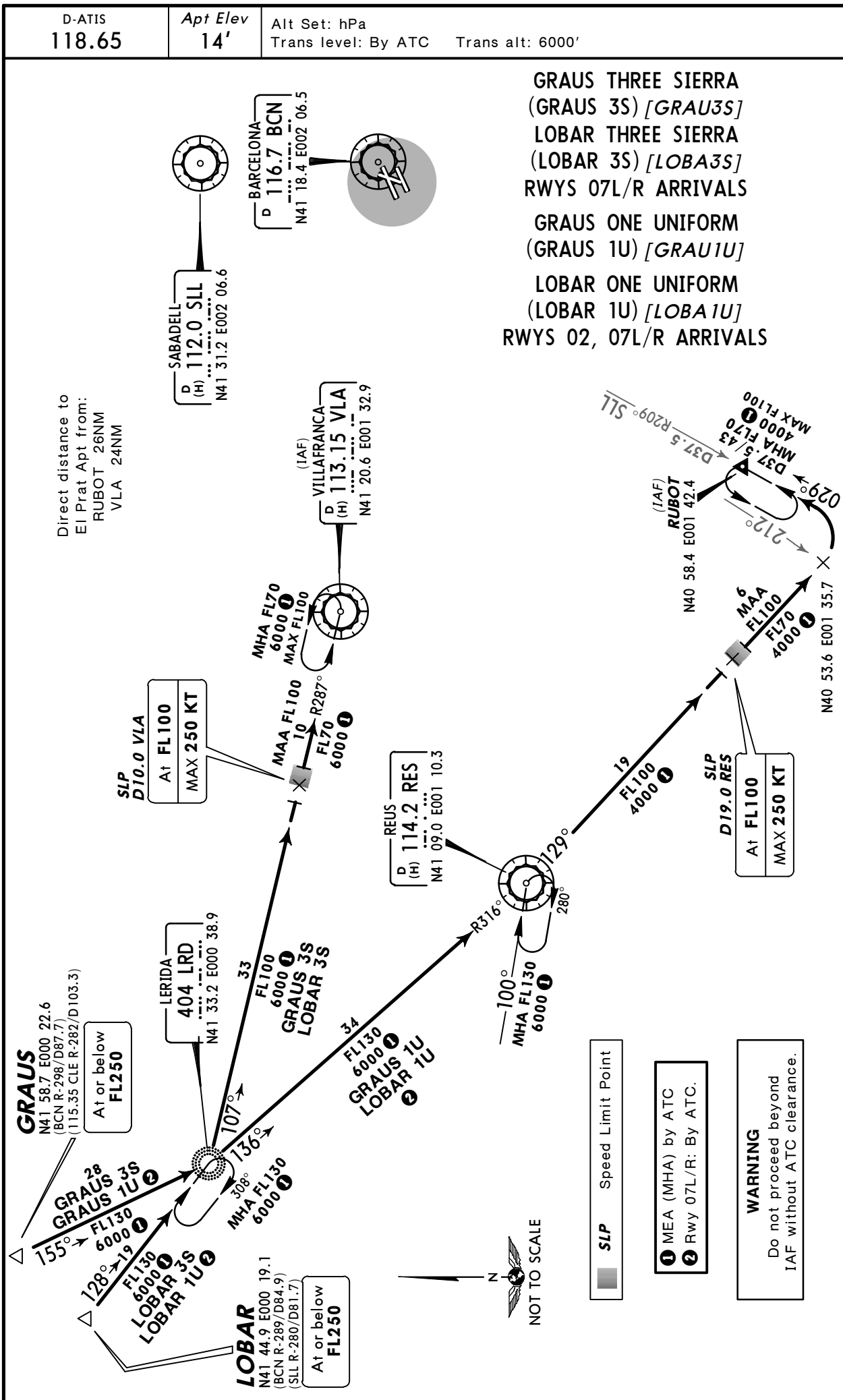
13 JUN 14 10-2T2 Eff 26 Jun

BARCELONA, SPAIN
STAR





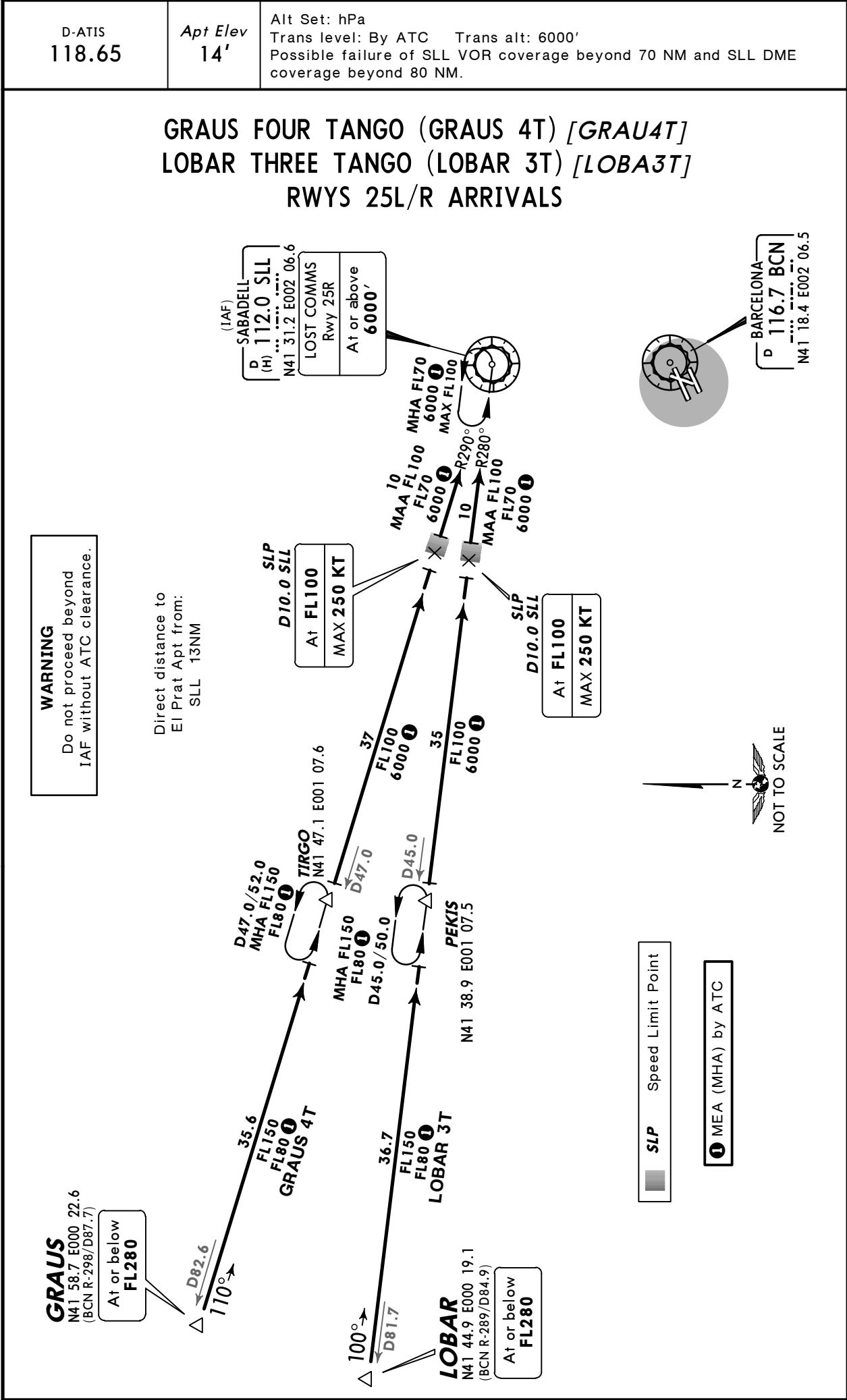
BARCELONA, SPAIN



LEBL/BCN
EL PRAT

JEPPESSEN
13 JUN 14 10-2U Eff 26 Jun

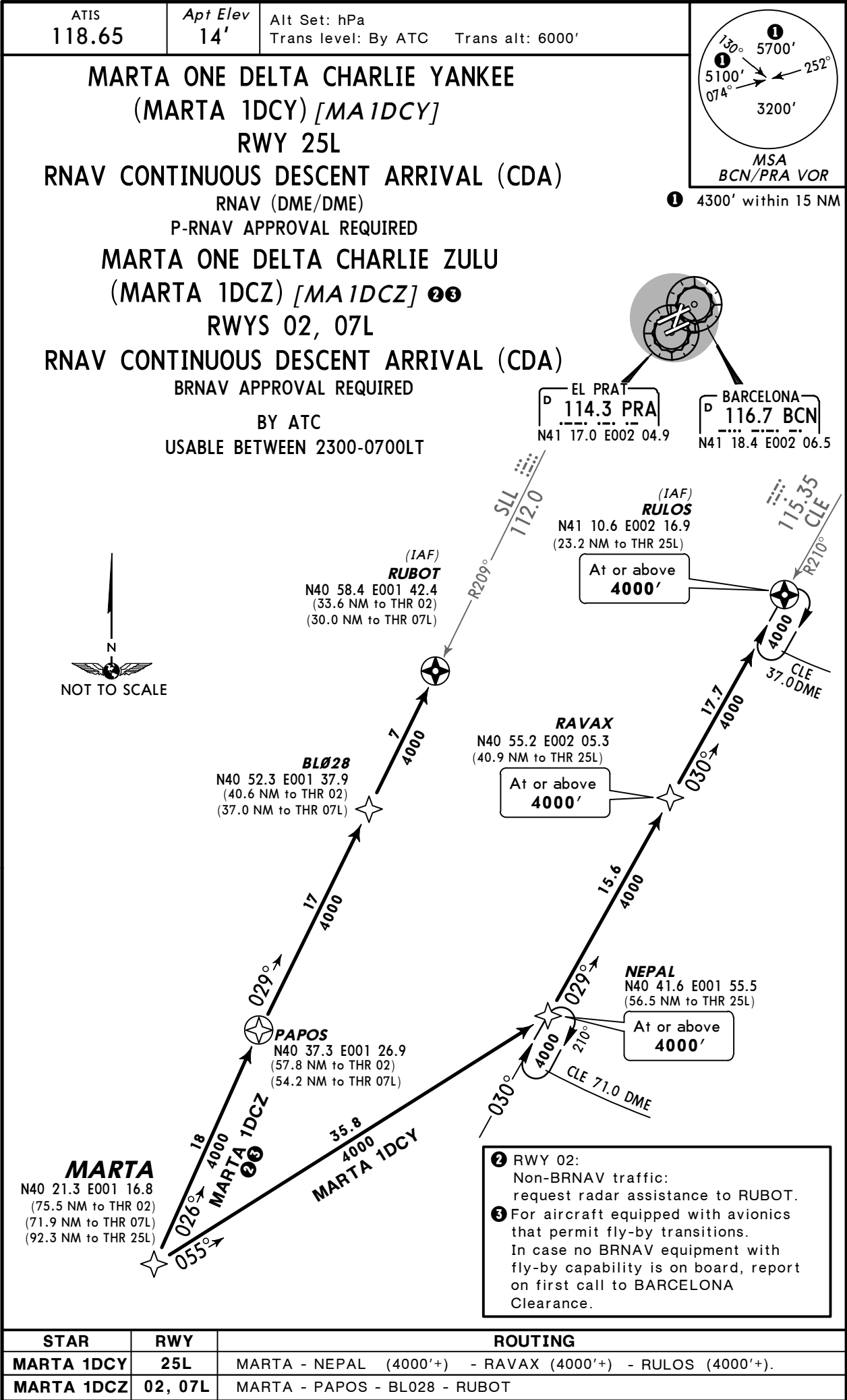
BARCELONA, SPAIN
STAR



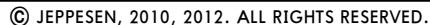
LEBL/BCN
EL PRAT

JEPPESEN
2 MAR 12 10-2V1 Eff 8 Mar

BARCELONA, SPAIN
RNAV STAR



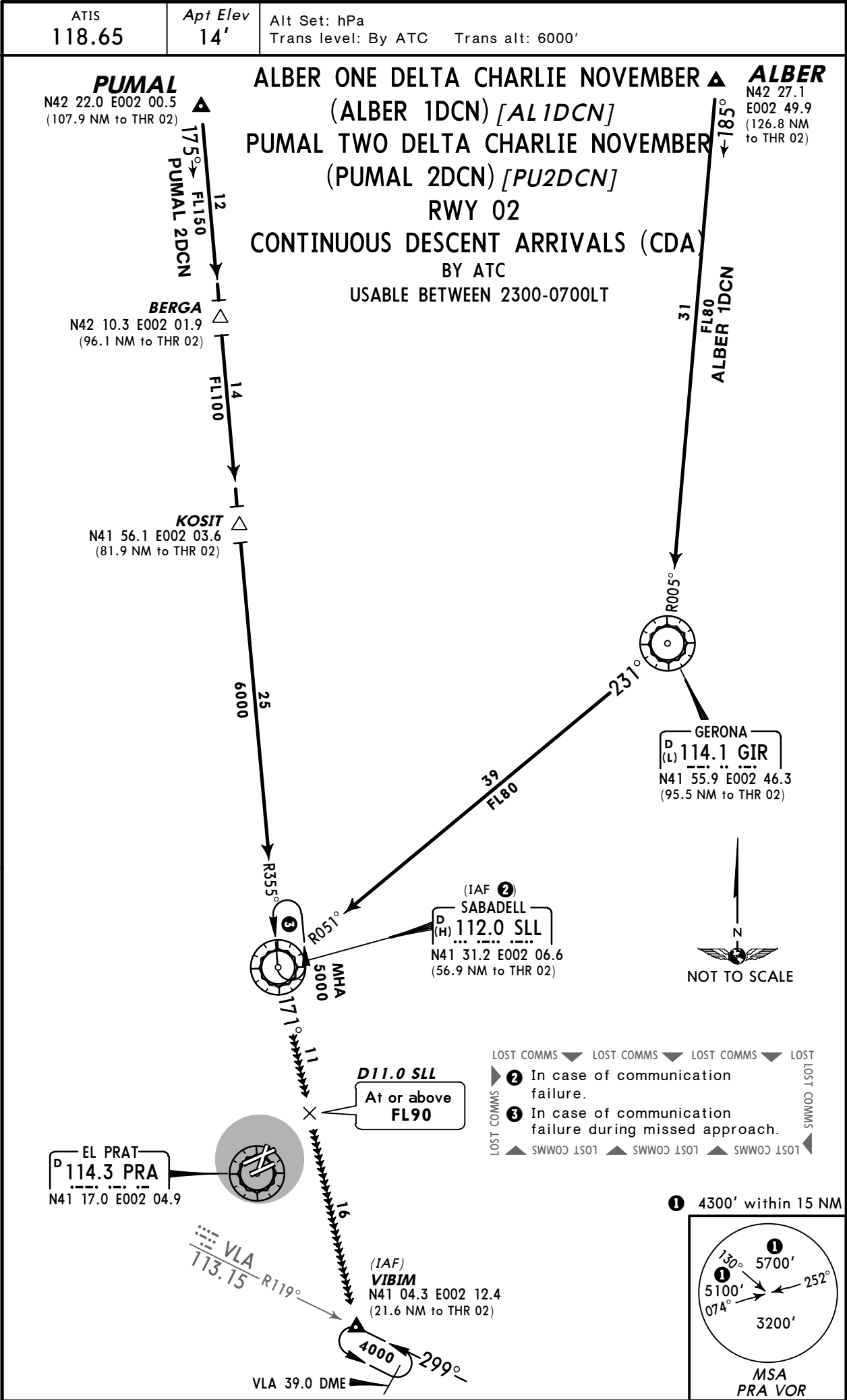
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RNAV STAR

LEBL/BCN
EL PRAT

JEPPESEN
2 MAR 12 10-2V4 Eff 8 Mar

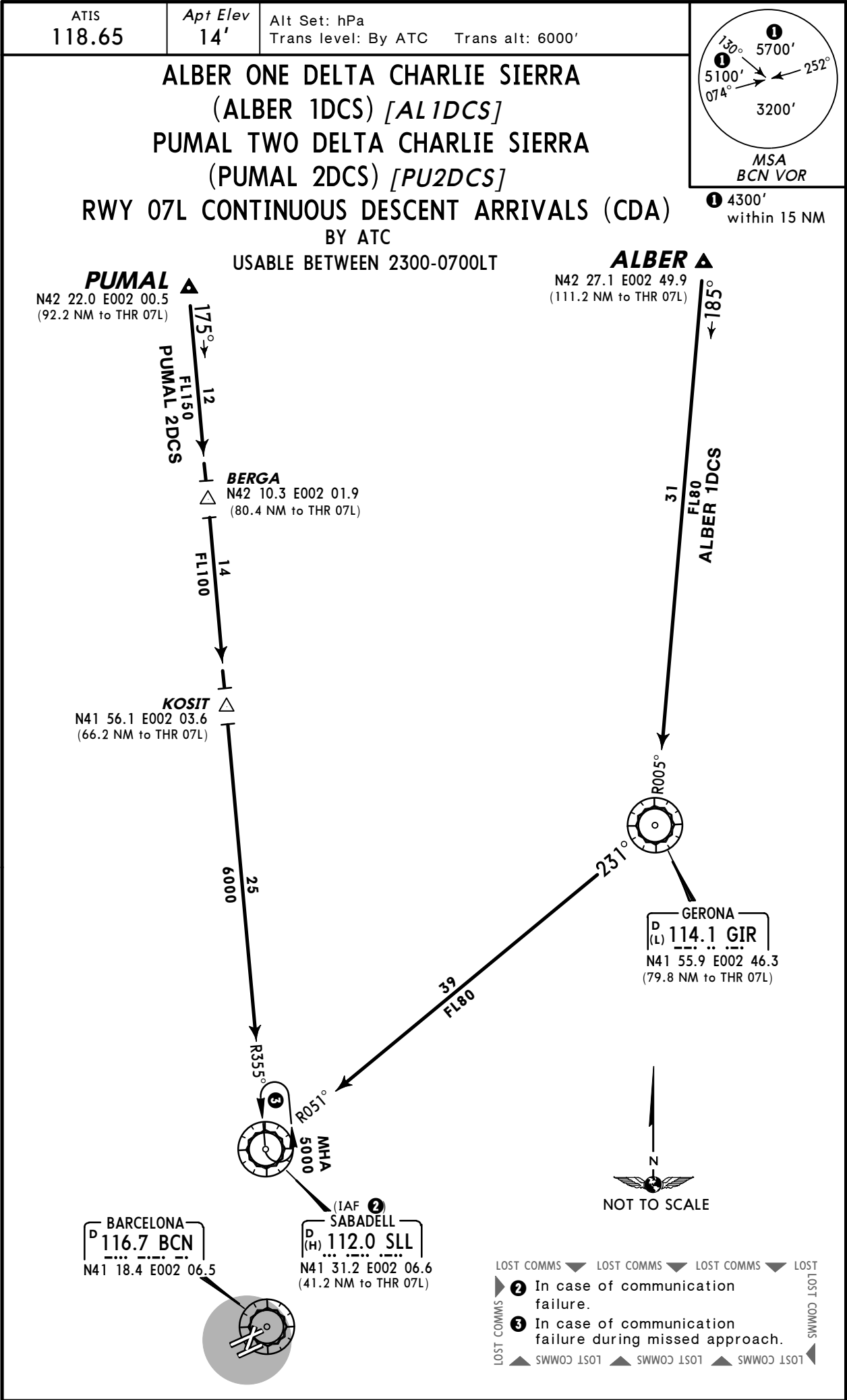
BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

JEPPESEN
2 MAR 12 10-2V5 Eff 8 Mar

BARCELONA, SPAIN
STAR



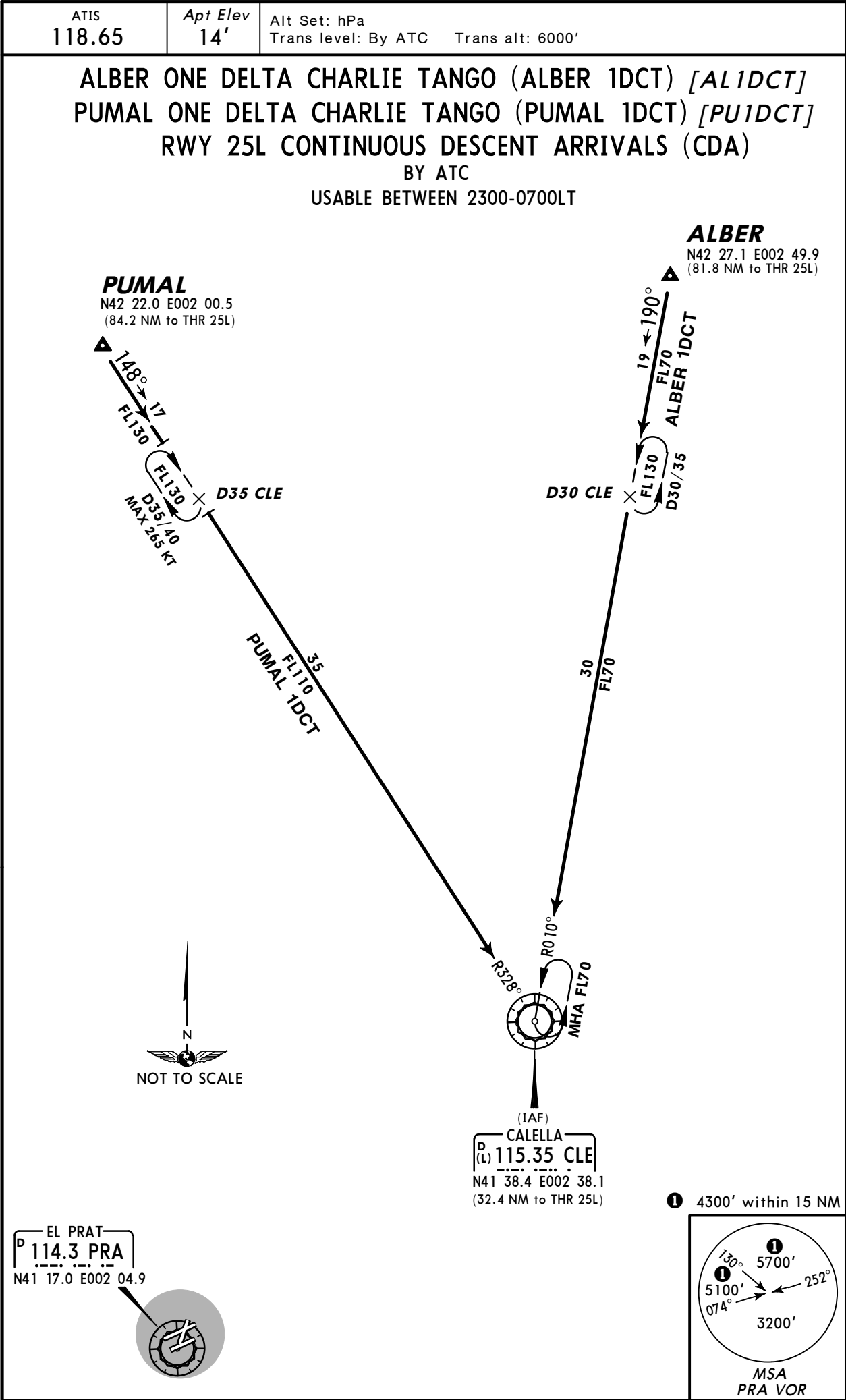
LEBL/BCN
EL PRAT

JEPPESEN

BARCELONA, SPAIN

2 MAR 12 10-2V6 Eff 8 Mar

STAR



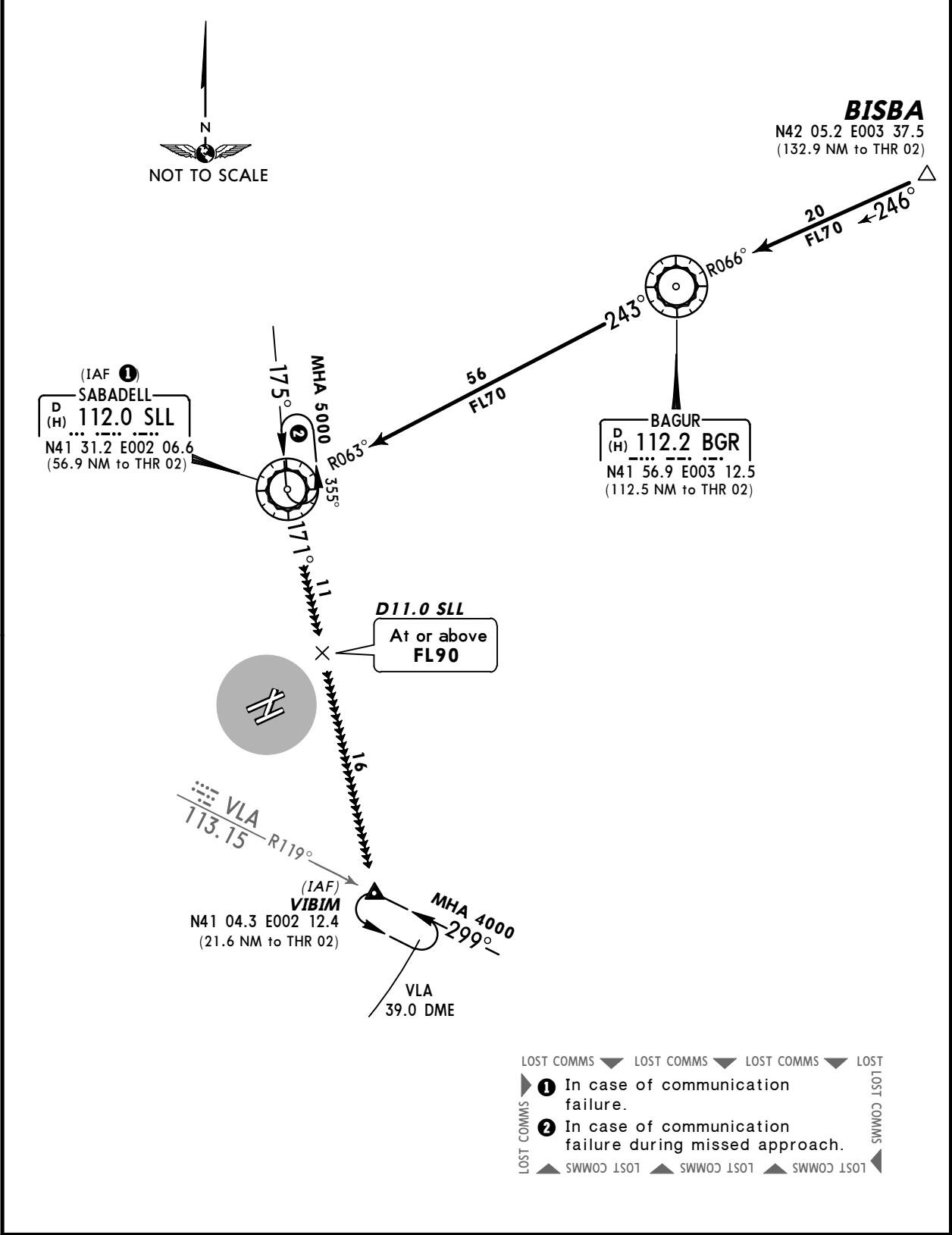
LEBL/BCN
EL PRAT

11 OCT 13 10-2V7 Eff 17 Oct

BARCELONA, SPAIN
STAR

ATIS 118.65	Apt 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



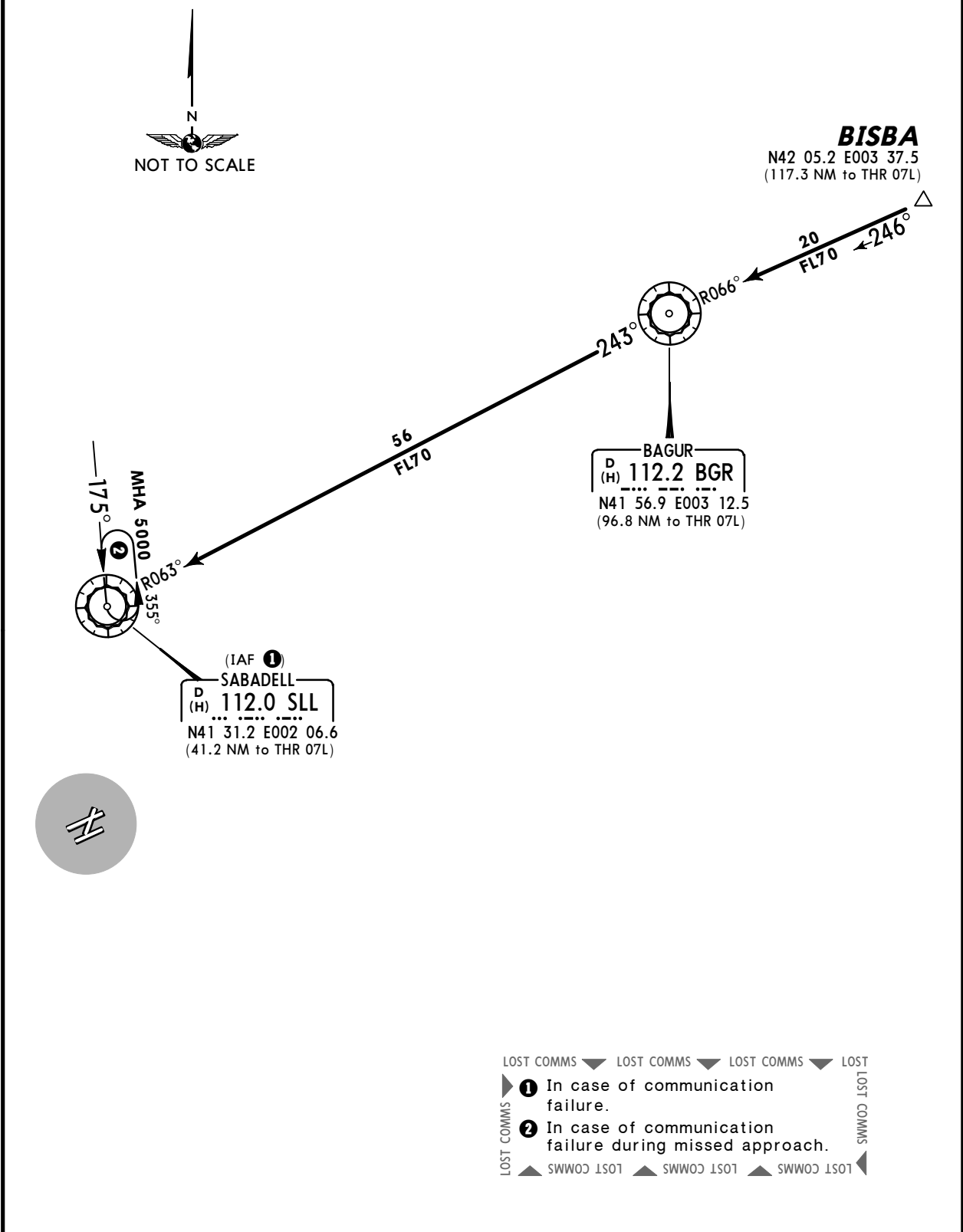
LEBL/BCN
EL PRAT

11 OCT 13 **10-2V8** **Eff 17 Oct**

BARCELONA, SPAIN
STAR

ATIS 118.65	Apt Elev 14'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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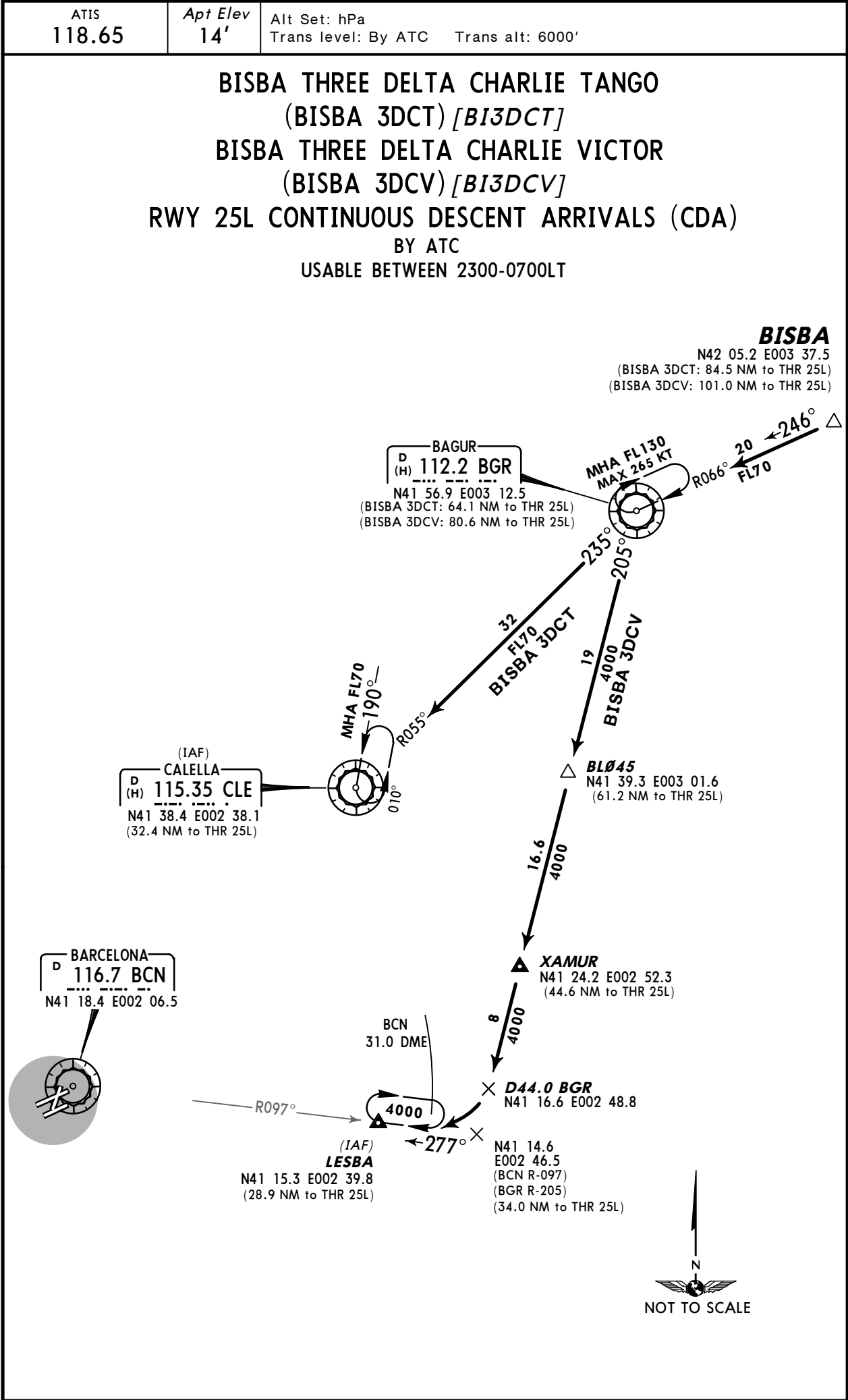
BISBA THREE DELTA CHARLIE SIERRA
(BISBA 3DCS) [BI3DCS]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



LEBL/BCN
EL PRAT

JEPPesen
11 OCT 13 (10-2W) Eff 17 Oct

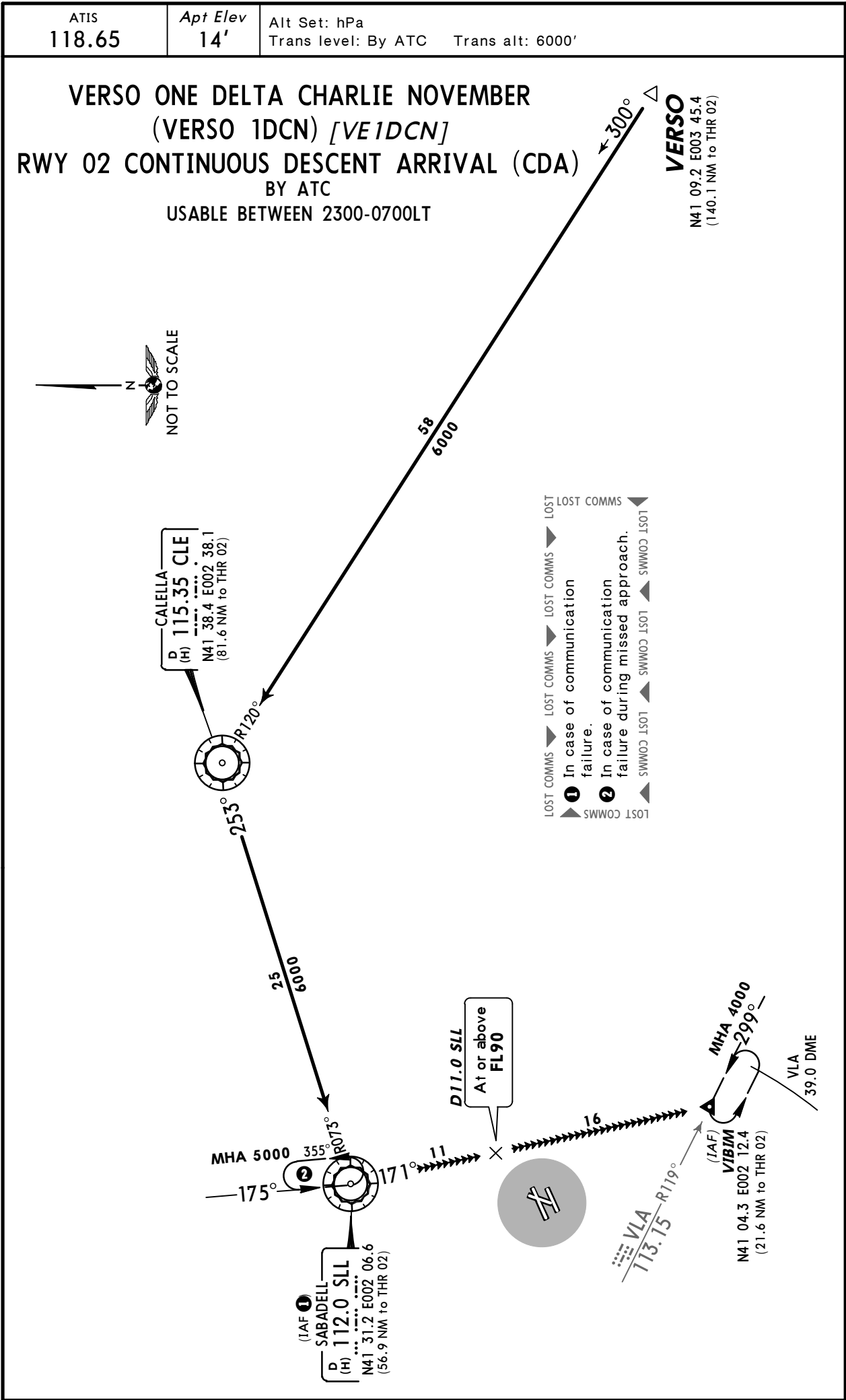
BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

JEPPESSEN
11 OCT 13 (10-2X) Eff 17 Oct

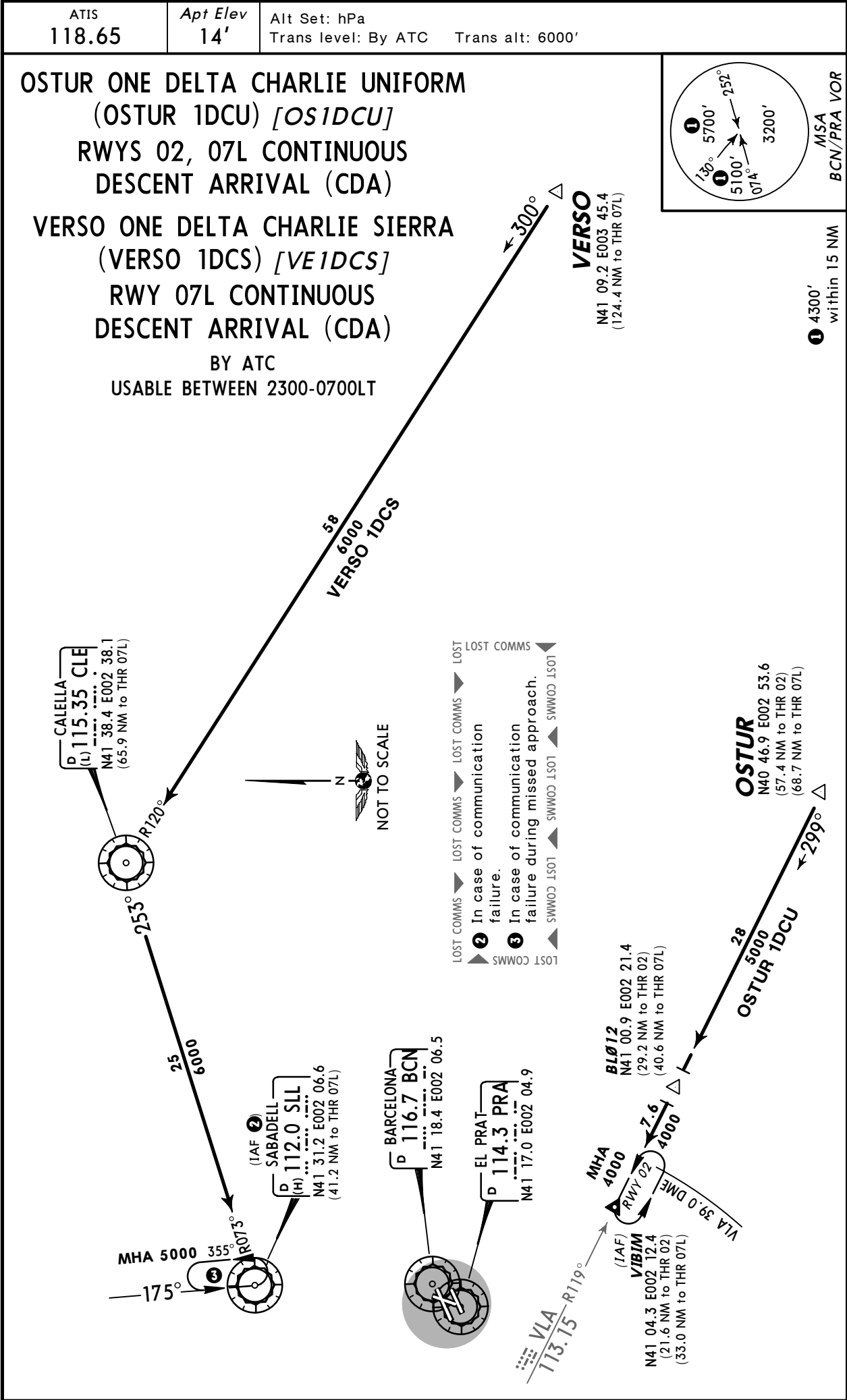
BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

JEPPESEN
2 MAR 12 10-2X1 Eff 8 Mar

BARCELONA, SPAIN
STAR



LEBL/BCN
EL PRAT

JEPPESSEN

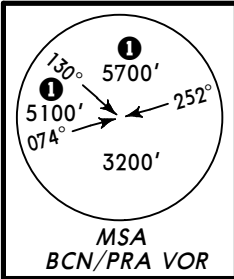
BARCELONA, SPAIN

2 MAR 12

10-2X3

Eff 8 Mar

STAR



① 4300' within 15 NM

ATIS
118.65

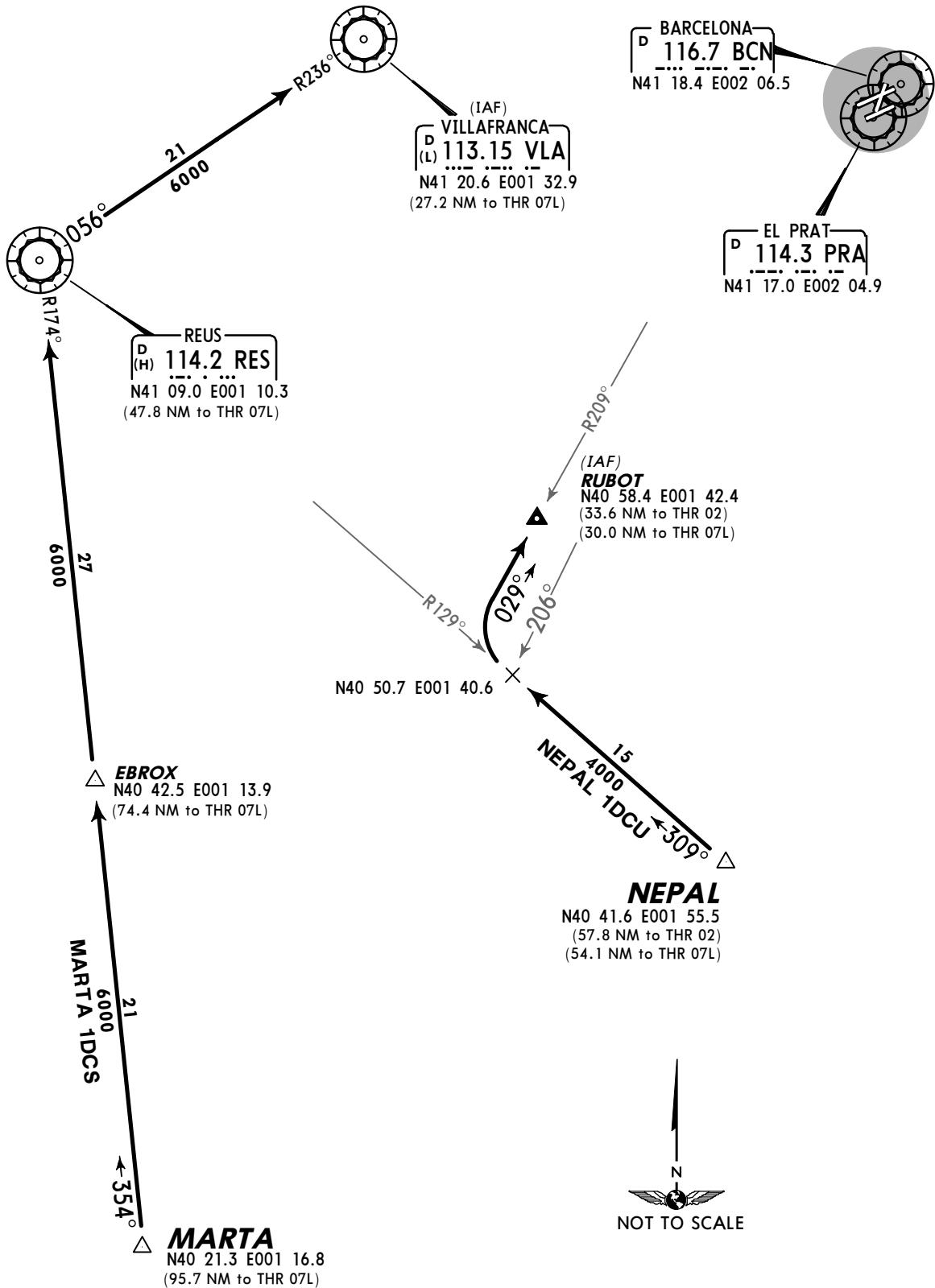
Apt Elev
14'

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

MARTA ONE DELTA CHARLIE SIERRA (MARTA 1DCS)[MA1DCS]
RWY 07L CONTINUOUS DESCENT ARRIVAL (CDA)

NEPAL ONE DELTA CHARLIE UNIFORM (NEPAL 1DCU)[NE1DCU]
RWYS 02, 07L CONTINUOUS DESCENT ARRIVAL (CDA)

BY ATC
USABLE BETWEEN 2300-0700LT



—100°
MHA 6000

280

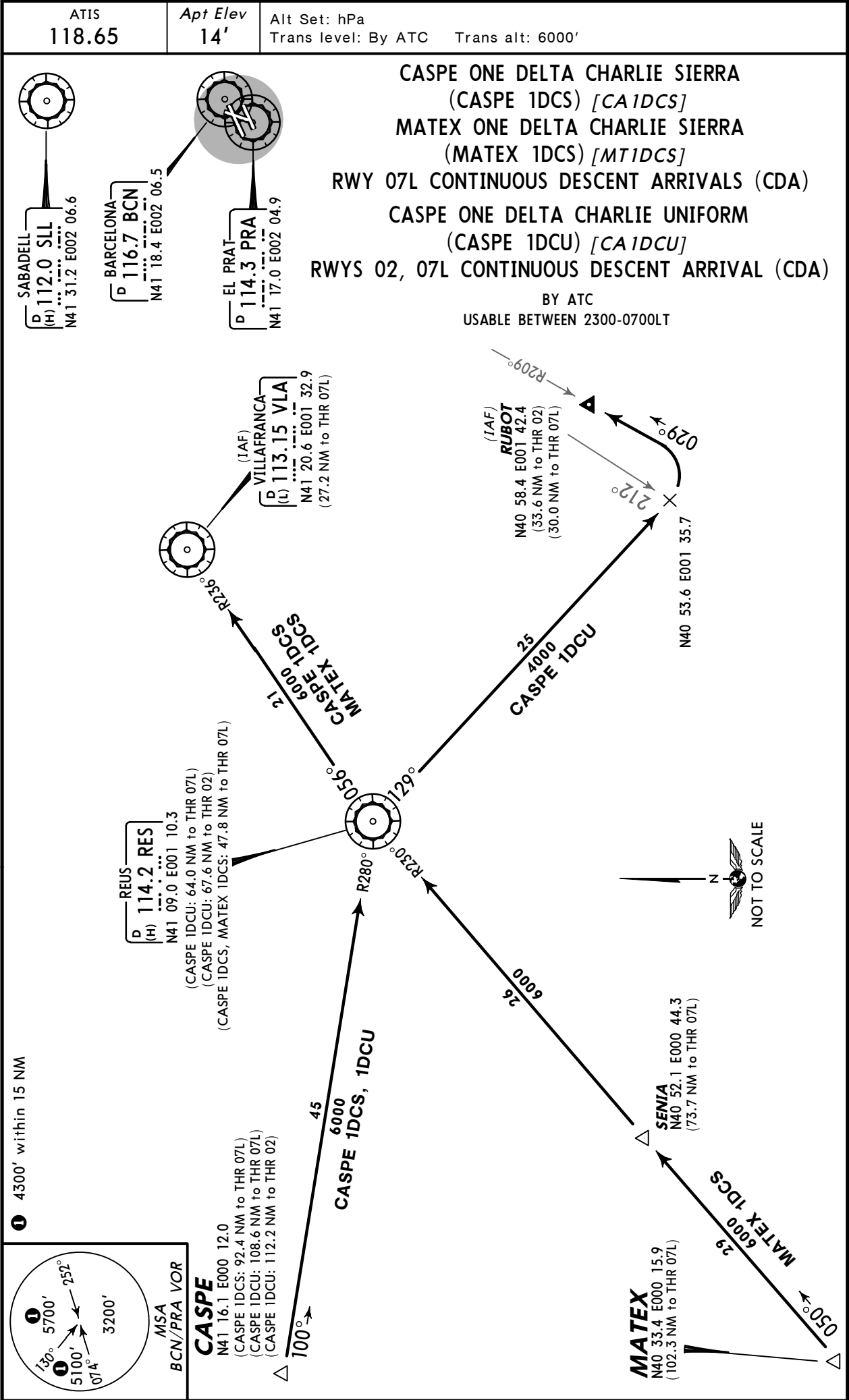
LEBL/BCN
EL PRAT

JEPPESSEN
2 MAR 12 10-2X5

Eff 8 Mar

BARCELONA, SPAIN

STAR



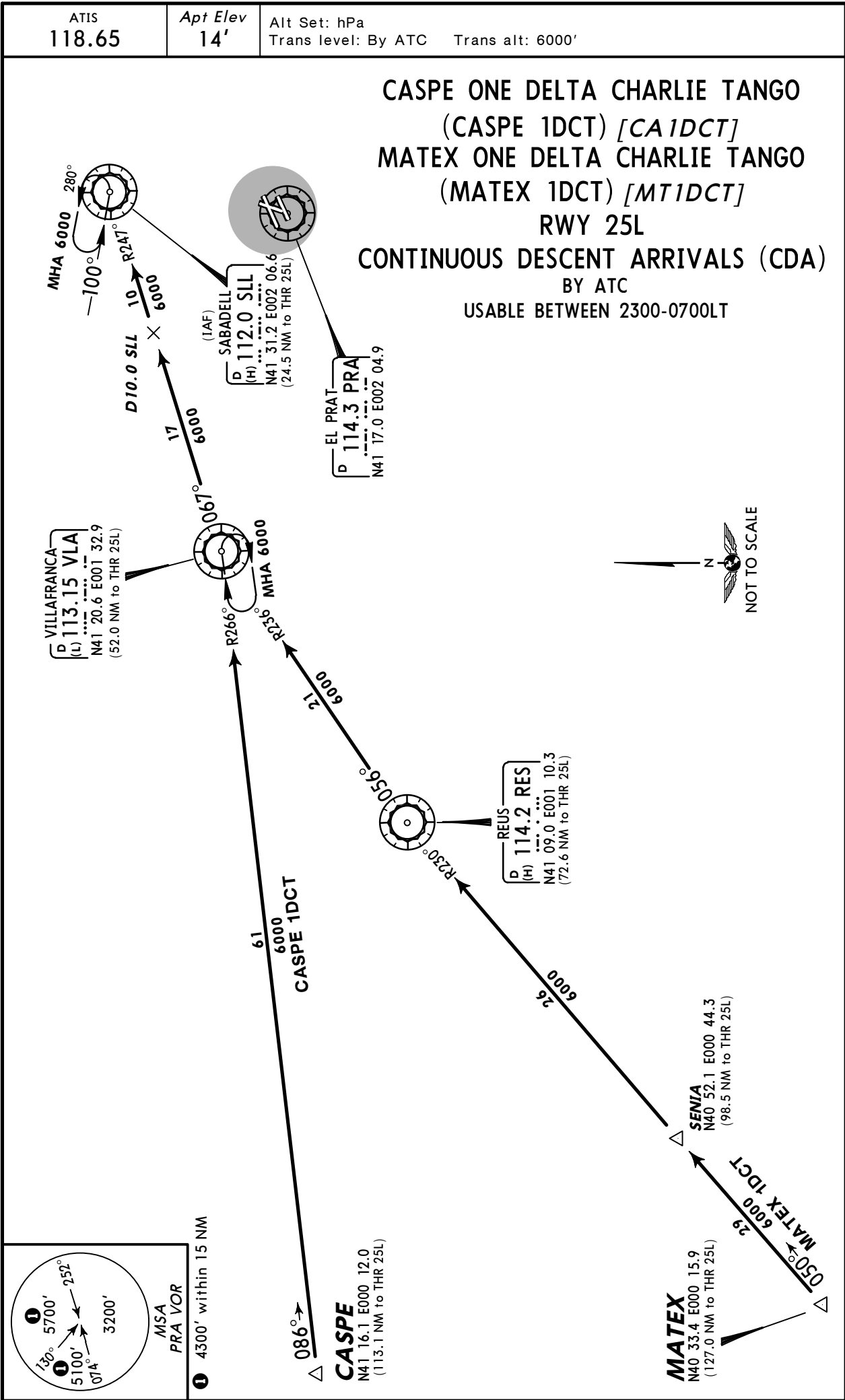
LEBL/BCN
EL PRAT

JEPPESEN
2 MAR 12 10-2X6

Eff 8 Mar

BARCELONA, SPAIN

STAR



LEBL/BCN
EL PRAT

JEPPESSEN

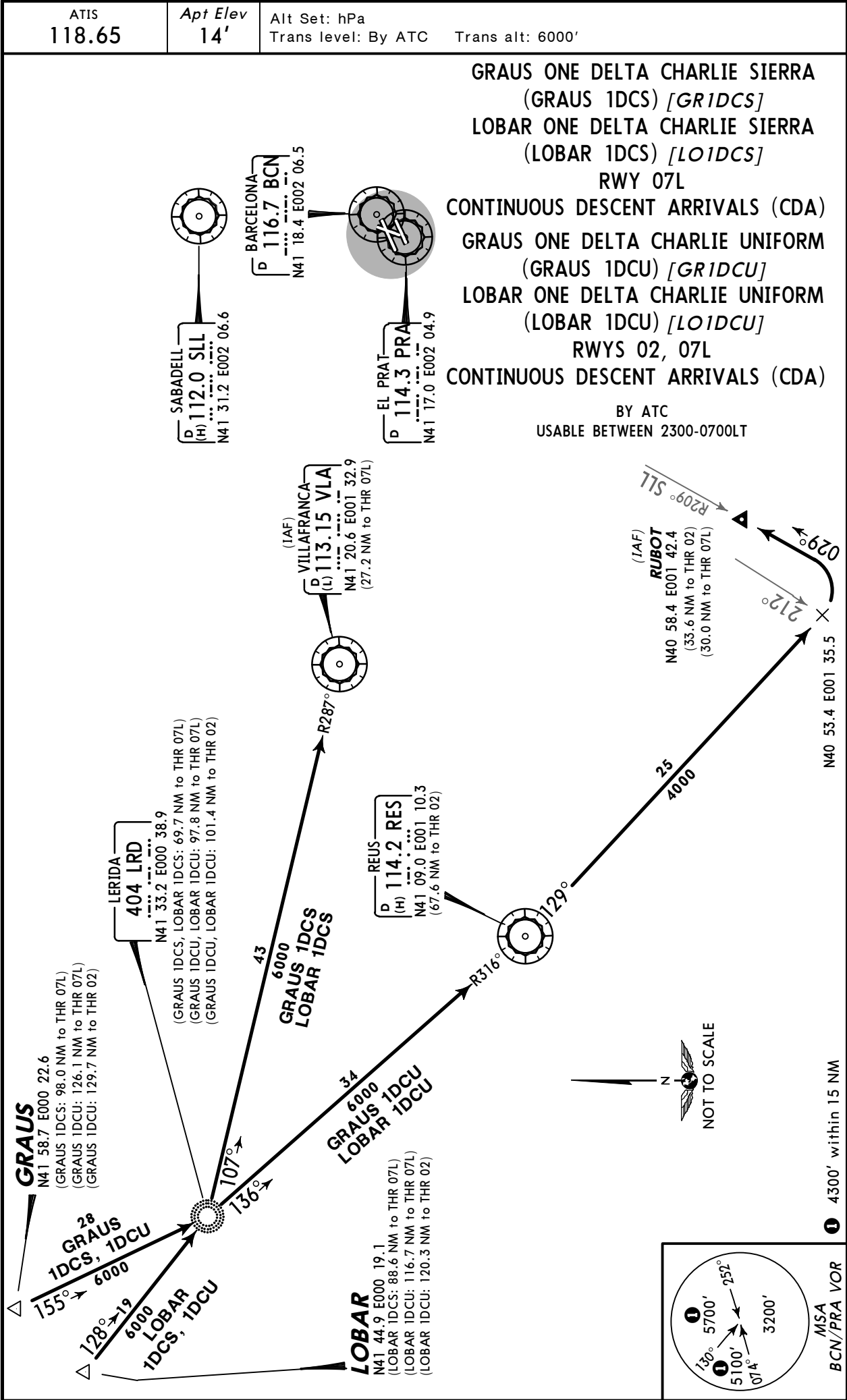
BARCELONA, SPAIN

2 MAR 12

10-2X7

Eff 8 Mar

STAR



LEBL/BCN
EL PRAT

JEPPESEN

BARCELONA, SPAIN

2 MAR 12

10-2X8

Eff 8 Mar

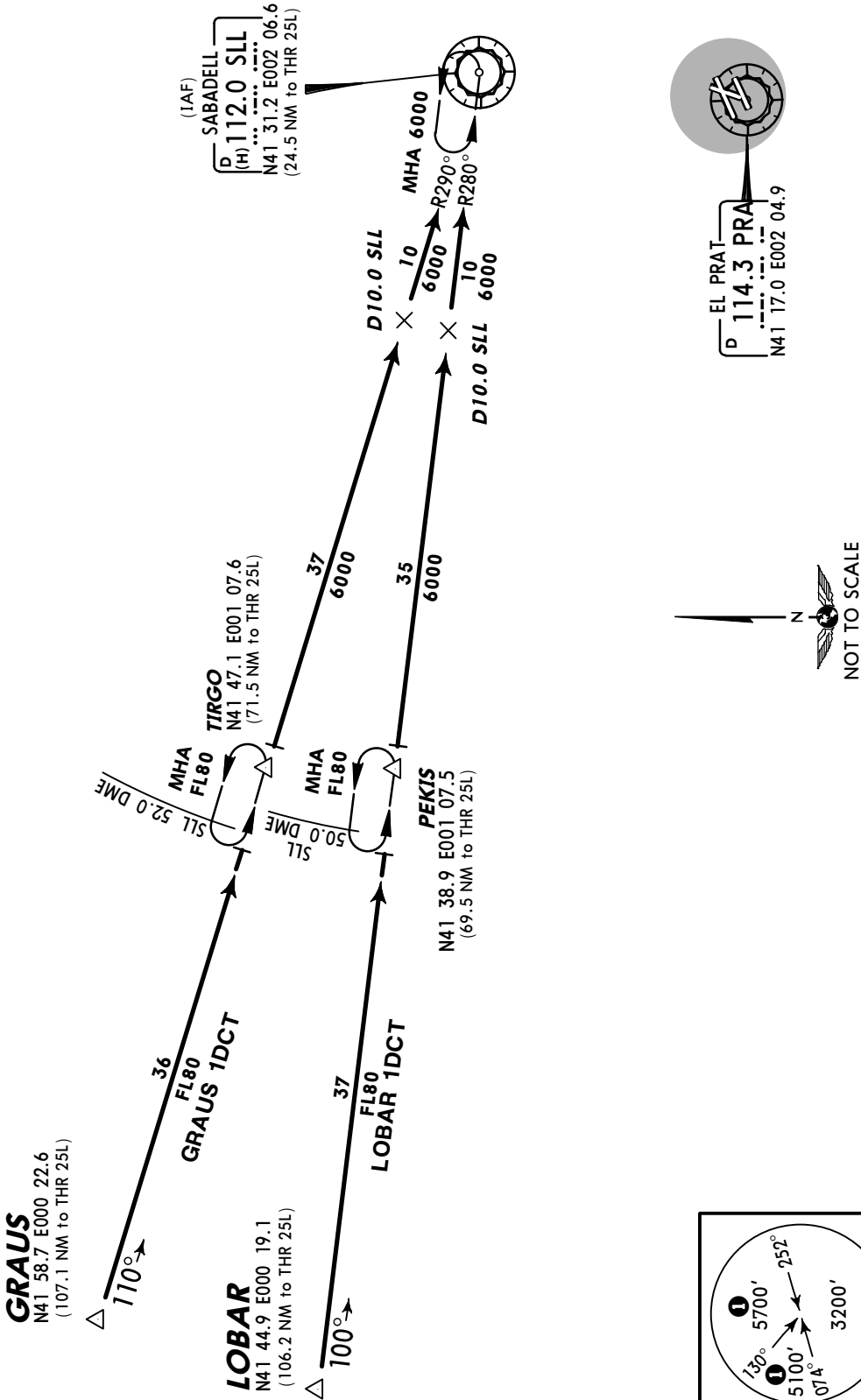
STAR

ATIS
118.65

Apt Elev
14'

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

GRAUS ONE DELTA CHARLIE TANGO (GRAUS 1DCT) [GR1DCT]
LOBAR ONE DELTA CHARLIE TANGO (LOBAR 1DCT) [LO1DCT]
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)
BY ATC
USABLE BETWEEN 2300-0700LT



LEBL/BCN
EL PRAT

 **JEPPESEN**
22 JUN 12 **10-3**
Eff 28 Jun
BARCELONA, SPAIN
RNAV SID

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	

LEBL/BCN
EL PRAT JEPPESEN

22 JUN 12

(10-3A)

Eff 28 Jun

BARCELONA, SPAIN

SID

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
VILAFRANCA 1A, 1G	10-3X2
VILAFRANCA 1B, 1E	10-3X3
VILAFRANCA 2D, 3W	10-3X4
CONTINGENCY DEPS	10-3X5

CHANGES: SIDs renumbered.

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LEBL/BCN
EL PRAT

JEPPESEN

BARCELONA, SPAIN

22 JUN 12

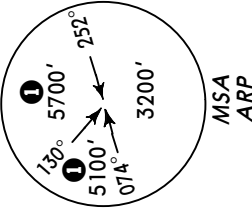
10-3C

Eff 28 Jun

RNAV SID

Apt Elev
14'

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

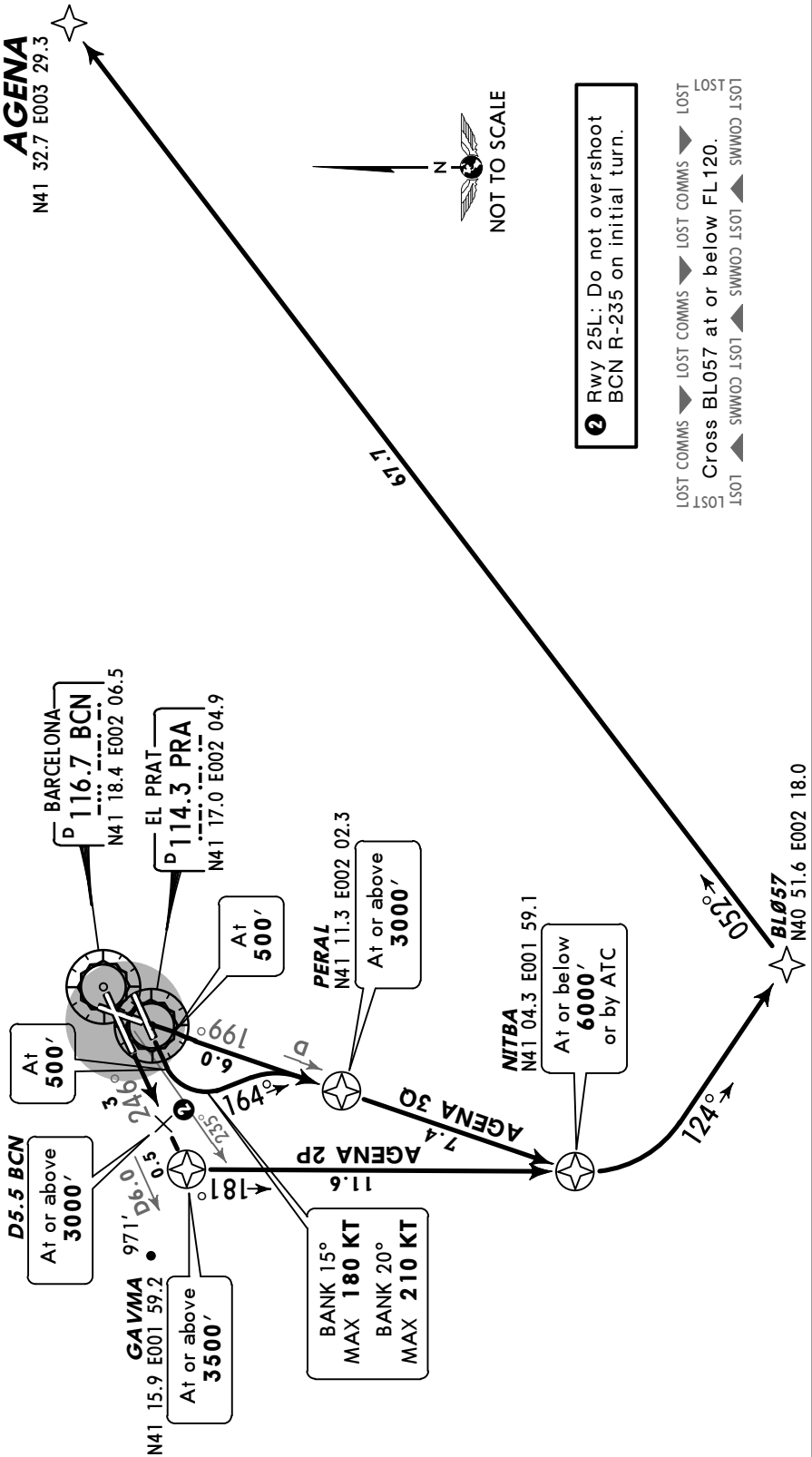


① 4300' within 15 NM

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

P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEEDS~~ 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
AGENA 3Q	20
	25L
Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN). Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA). 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.



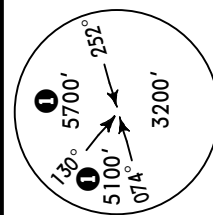
② Rwy 25L: Do not overshoot BCN R-235 on initial turn.

LOST COMMS ➤ LOST COMMS ➤ LOST
Cross BL057 at or below FL120.
LOST ➤ SWW03 LS01 ➤ SWW03 LS01 ➤ SWW03 LS01

Trans level: By ATC Trans alt: 6000'

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

SPEED: MAX 250 KT BELOW FL100



MSA
PRA VOR

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

BARCELONA
 D 116.7 BCN
 N41 18.4 E002 06.5

EL PRAT
 D 114.3 PRA
 N41 17.0 E002 04.9

MAX 200 KT

At 500'

089° D7.0

074°

SUKOS
 N41 17.1 E002 14.2
 Between 4000' & FL80

18

BL050
 N41 22.0 E002 36.7

27

SALON
 N41 29.7 E003 11.2
 (BCN R-077/D50.0)

078°

14

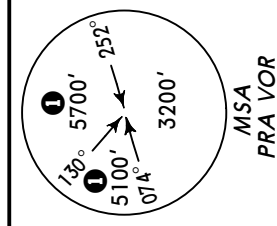
AGAÑA
 N41 32.7 E003 29.3
 (BCN R-077/D63.9)

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

1 4300' within 15 NM

Trans level: By ATC Trans alt: 6000'

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

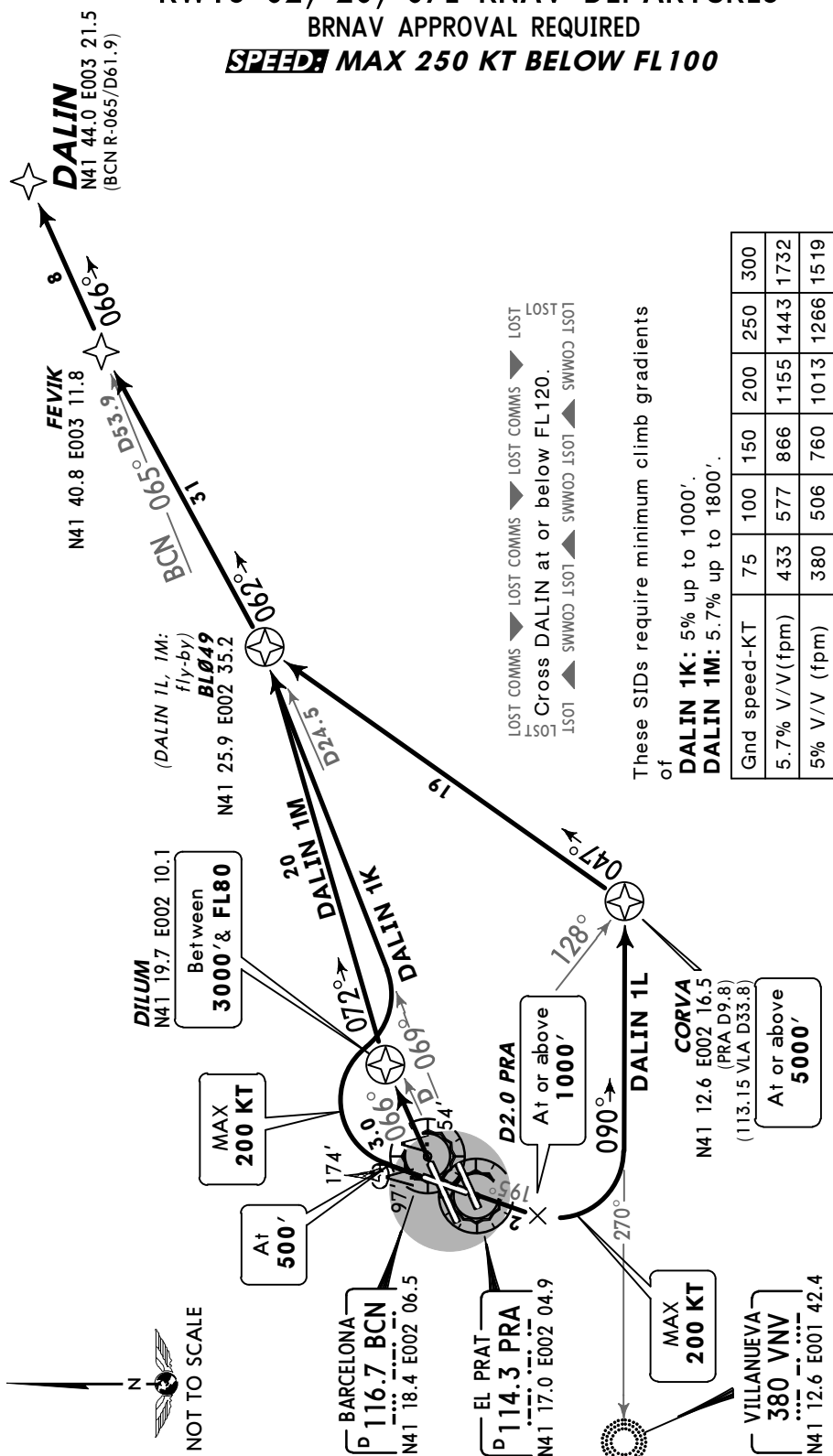


1 4300' within
15 NM

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

BRNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100



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

L120 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
DALIN 1K	02 ②	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.

LEBL/BCN
EL PRAT

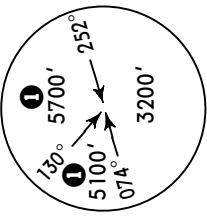
JEPPESEN
22 JUN 12 10-3F

Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

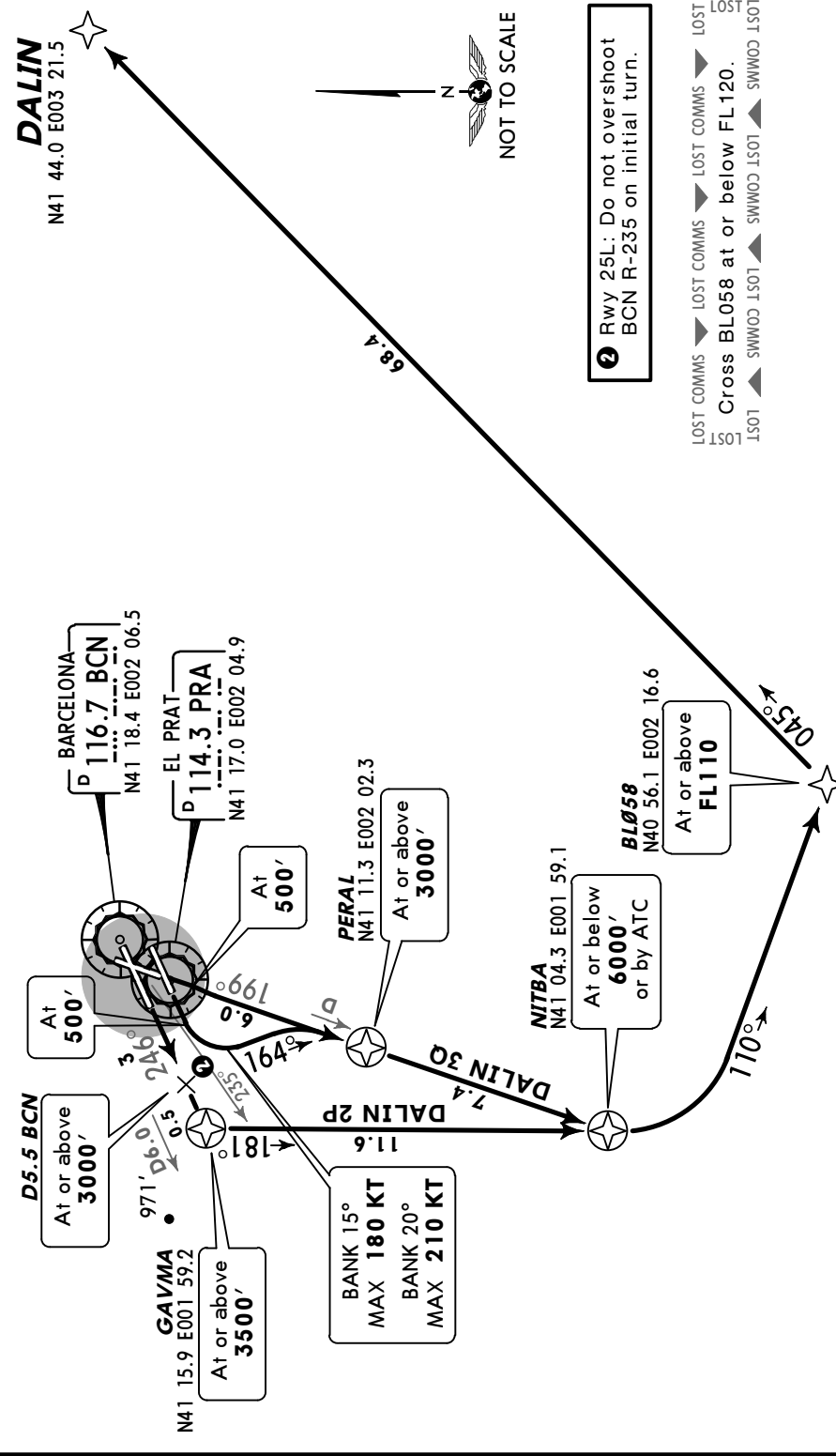
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



MSA
ARP
4300' within 15 NM

DALIN TWO PAPA (DALIN 2P) [DALI2P]
DALIN THREE QUEBEC (DALIN 3Q) [DALI3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL FL100

Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	INITIAL CLIMB
DALIN 2P	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
DALIN 3Q	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).
25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA).
SID	ROUTING
DALIN 2P	GAVMA (3500'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN.
DALIN 3Q	PERAL (3000'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN.



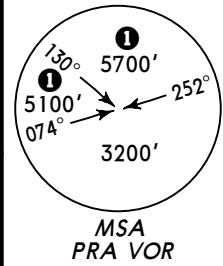
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3G Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

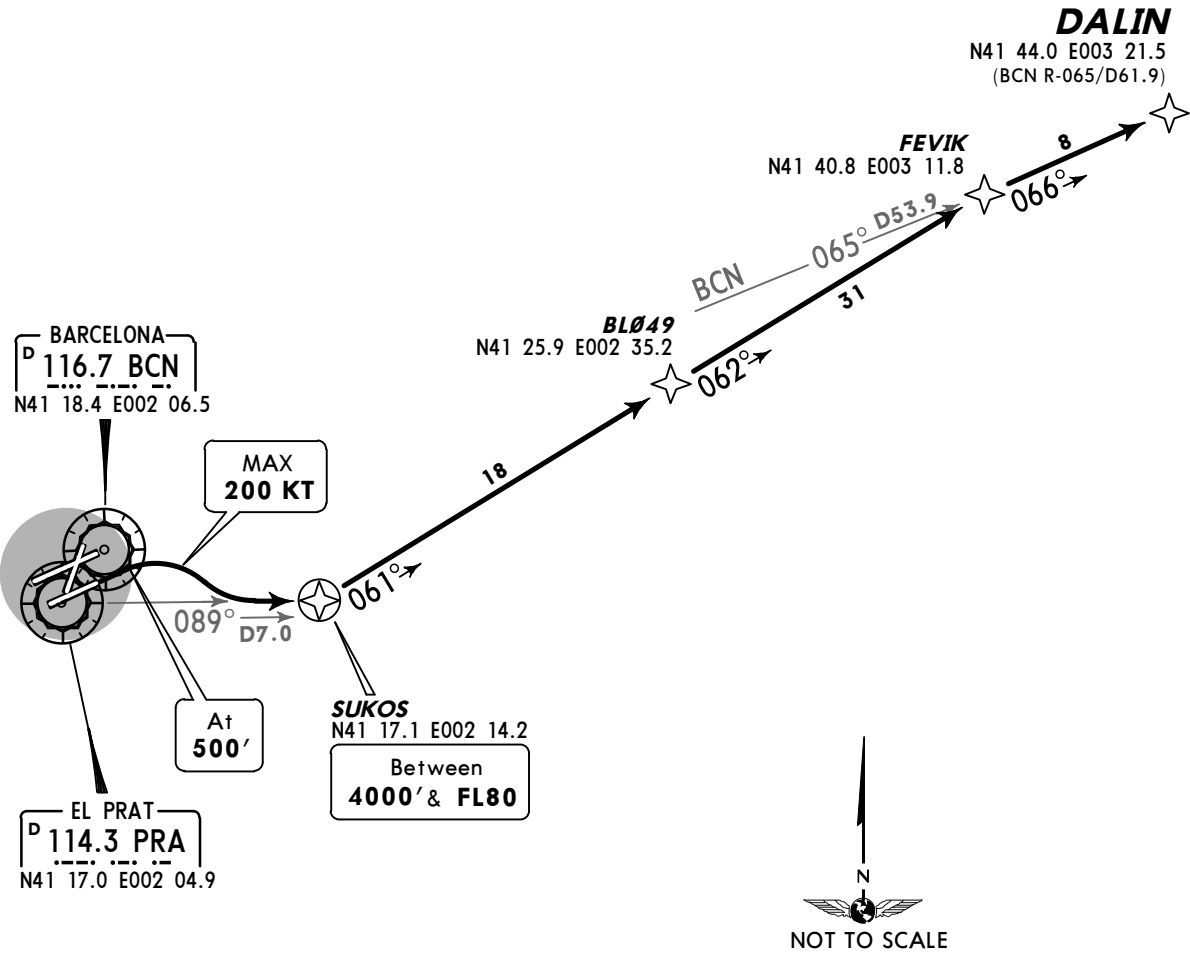
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

DALIN 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
Cross DALIN at or below FL120.
LOST
LSOT ▲ 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 BL049, then to FEVIK, then to DALIN.

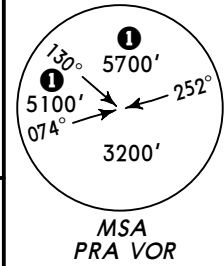
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3H Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

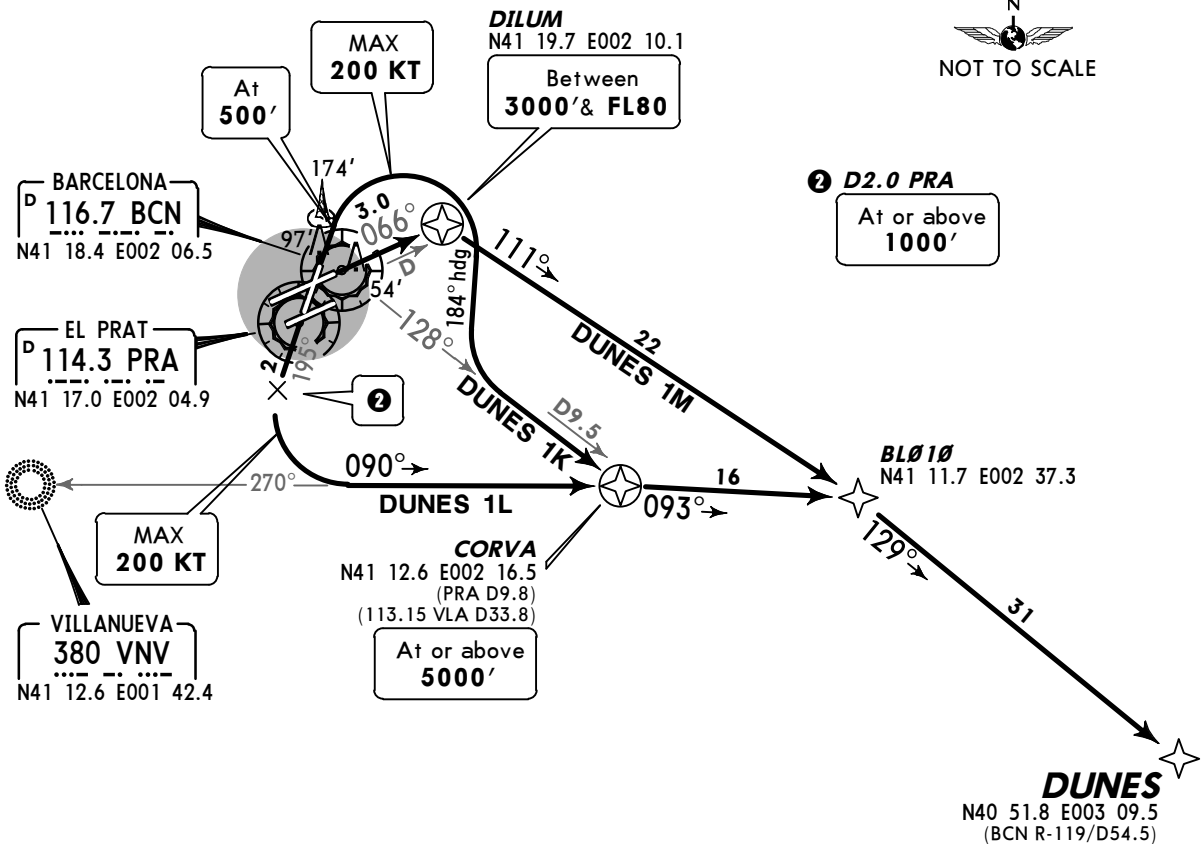
Apt Elev
14'

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



① 4300' within 15 NM

DUNES ONE KILO (DUNES 1K) [DUNE1K]
DUNES ONE LIMA (DUNES 1L) [DUNE1L]
DUNES ONE MIKE (DUNES 1M) [DUNE1M]
RWYS 02, 20, 07L RNAV DEPARTURES
RNAV 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
LOST Cross DUNES at or below FL120. LOST
IS01 ▲ SWW03 IS01 ▲ SWW03 IS01 ▲ SWW03 IS01

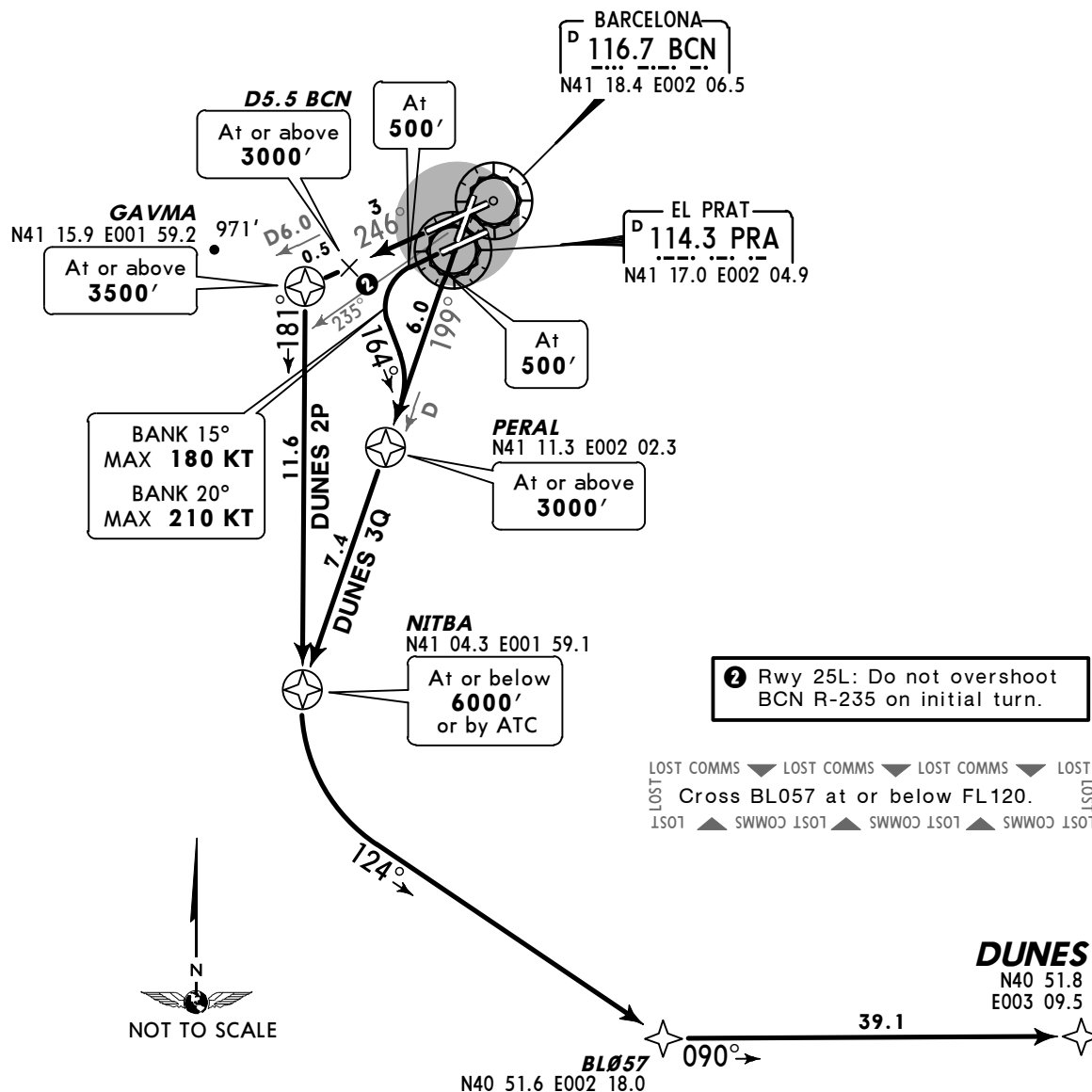
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

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.

1 4300' within 15 NM

SPEED: MAX 250 KT UNTIL FL100



NOT TO SCALE

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

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LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J1 Eff 28 Jun

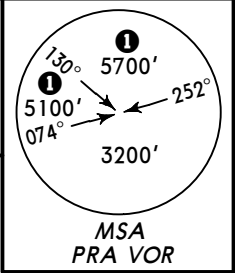
BARCELONA, SPAIN
RNAV SID

Apt Elev 14'

Trans level: By ATC Trans alt: 6000'

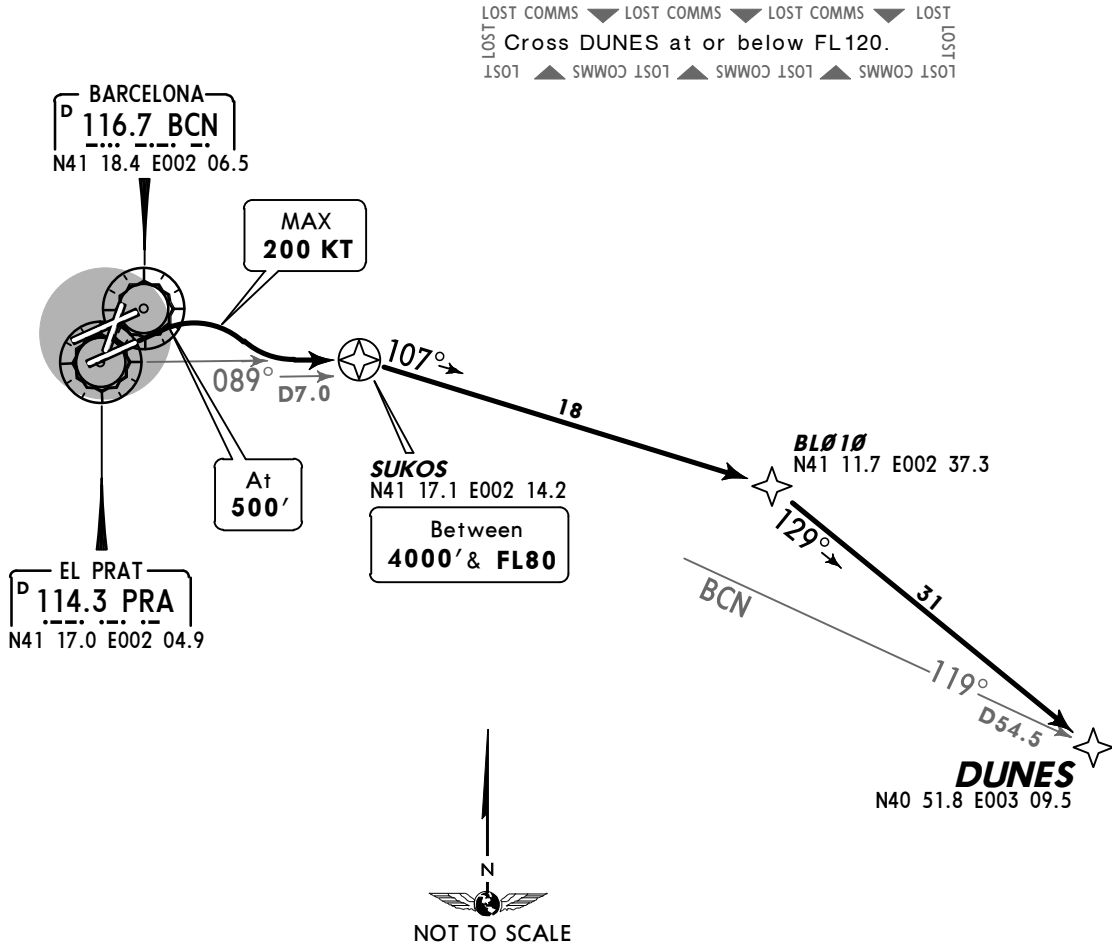
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

2. For runway configuration refer to Airport Briefing pages.



DUNES TWO ROMEO (DUNES 2R) [DUNE2R]
RWY 07R RNAV DEPARTURE
RNAV APPROVAL REQUIRED
SPEED: MAX 250 KT BELOW FL100

4300' within 15 NM



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

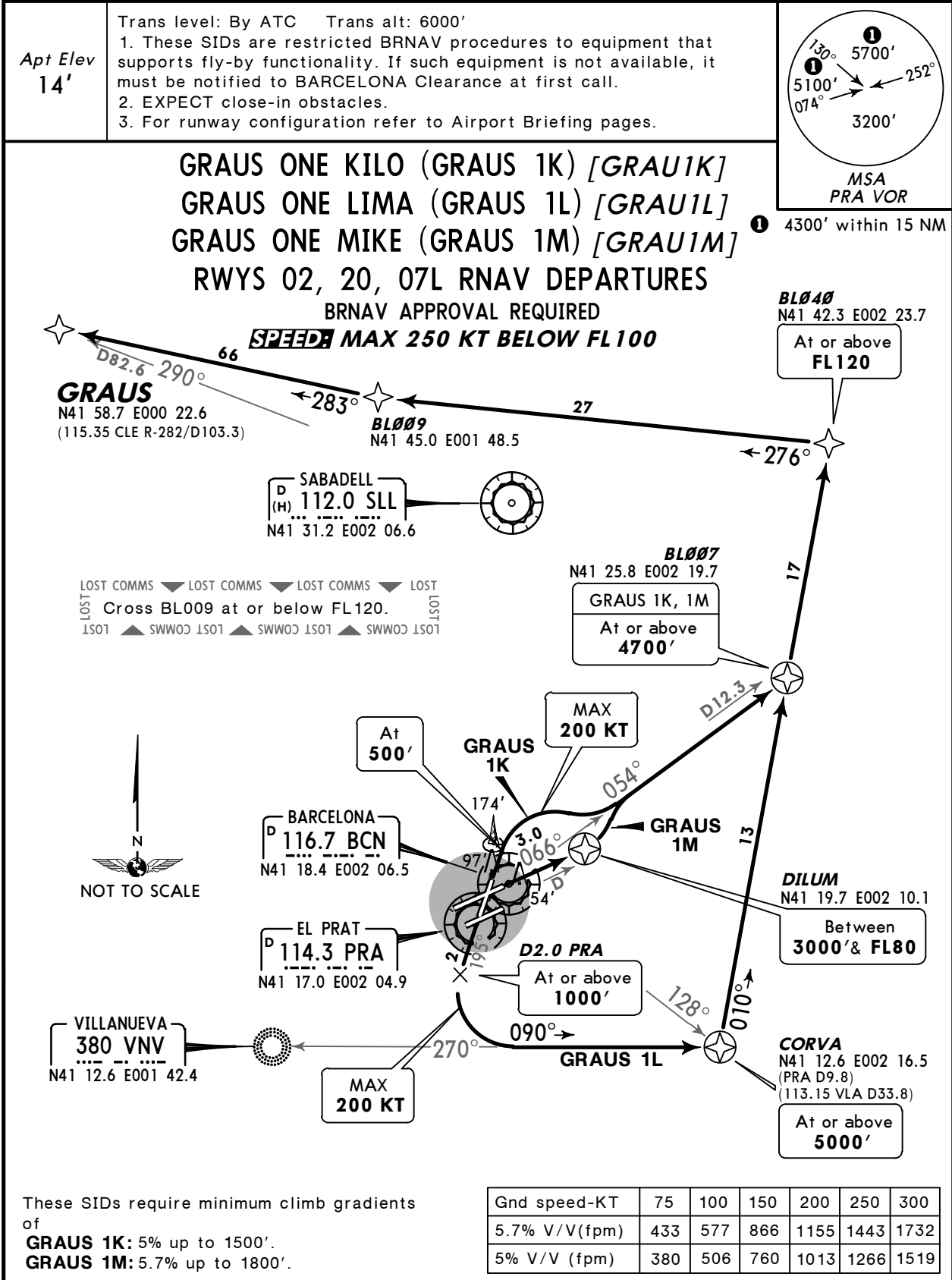
INITIAL CLIMB/ROUTING

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

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J2 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID



Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB/ROUTING
GRAUS 1K	02	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.
GRAUS 1L	20	Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL040, then to BL009, then to GRAUS.
GRAUS 1M	07L	Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to GRAUS.

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

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J3 Eff 28 Jun

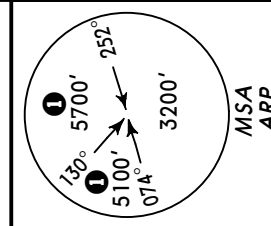
BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

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

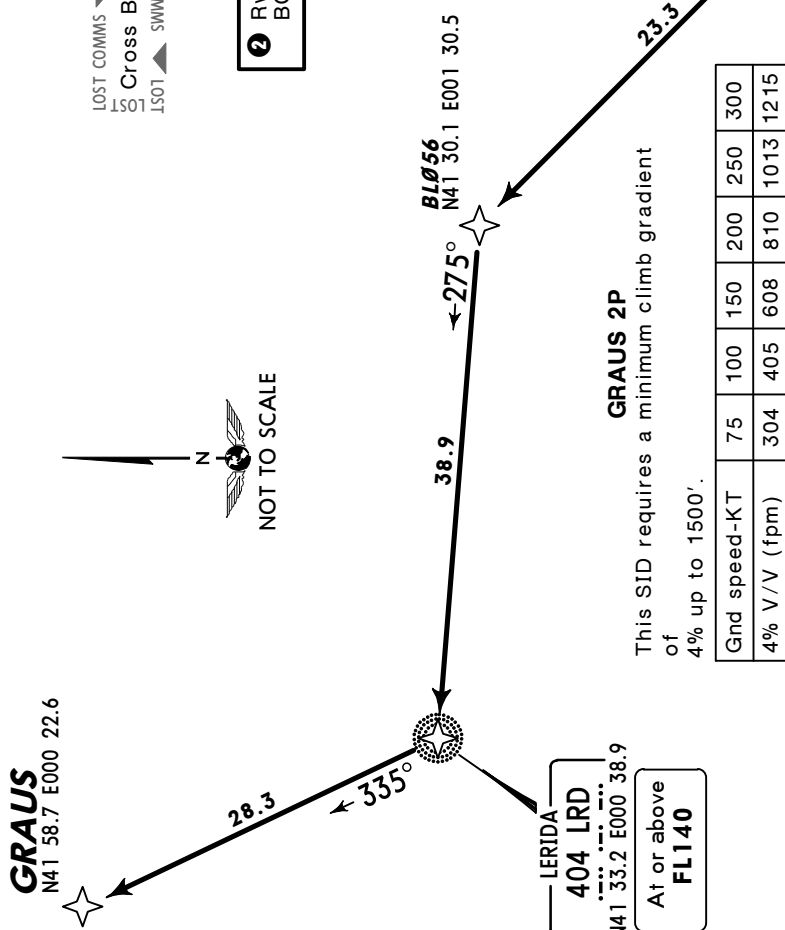
GRAUS TWO PAPA
(GRAUS 2P) [GRAU2P]
GRAUS THREE QUEBEC
(GRAUS 3Q) [GRAU3Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES

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

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

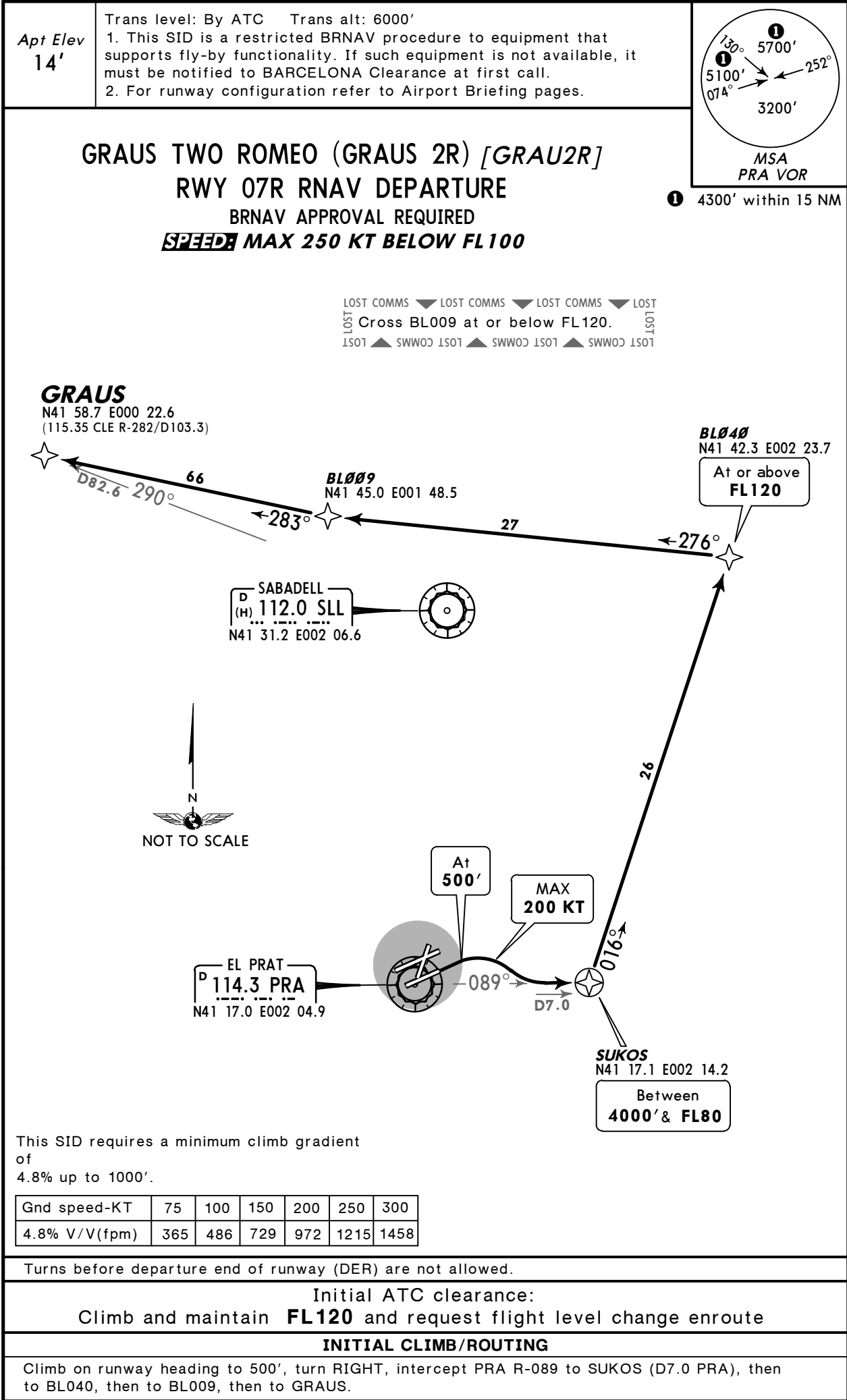


Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute	
SID	RWY
GRAUS 2P	25R
GRAUS 3Q	20
	25L
ROUTING	
GRAUS 2P	GAVMA (3500'+) - BL059 - LRD (FL140+) - GRAUS.
GRAUS 3Q	DOTIS (3000'+) - BL056 - LRD (FL140+) - GRAUS.

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J4 Eff 28 Jun

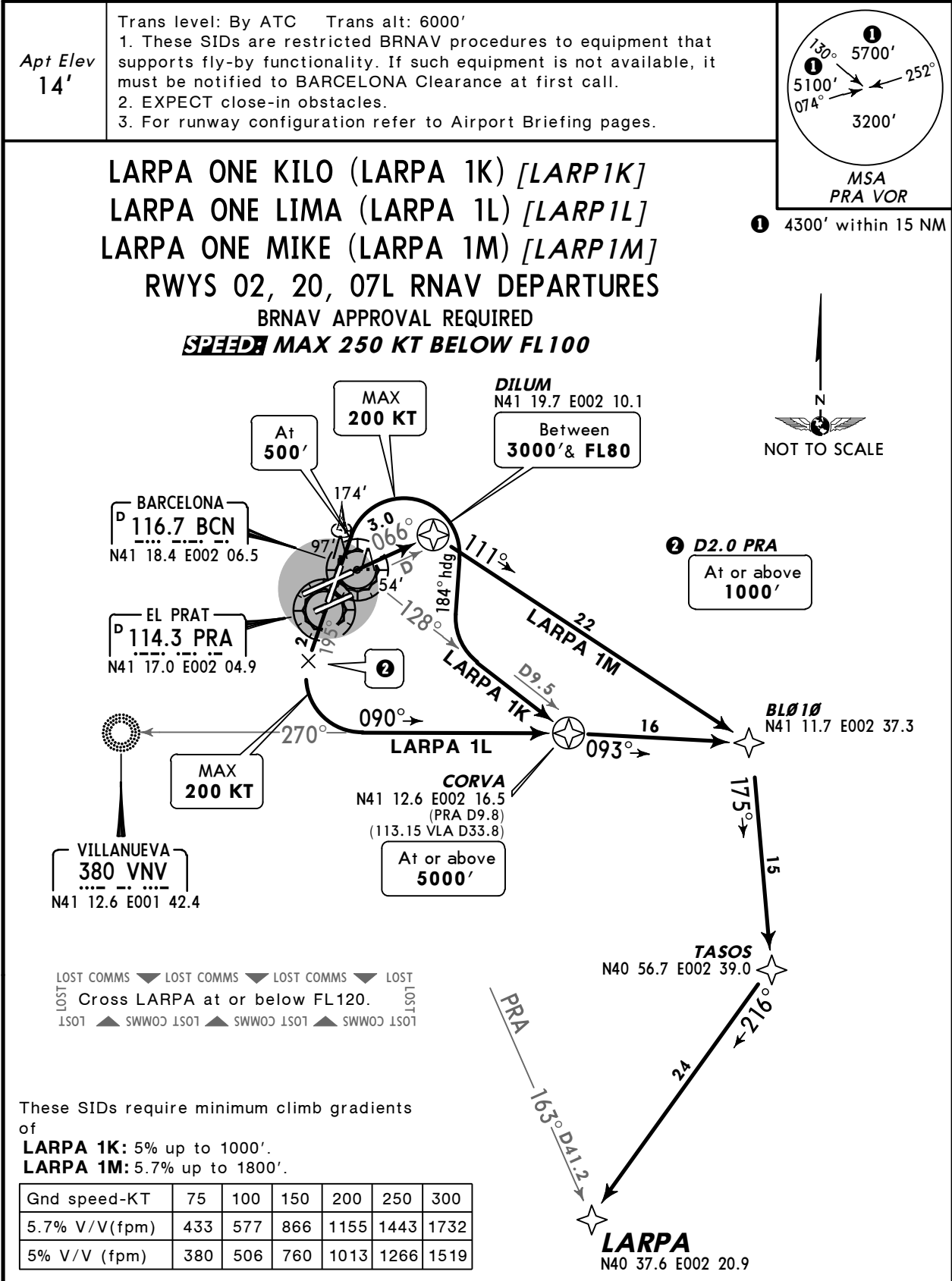
BARCELONA, SPAIN
RNAV SID



LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J5 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID



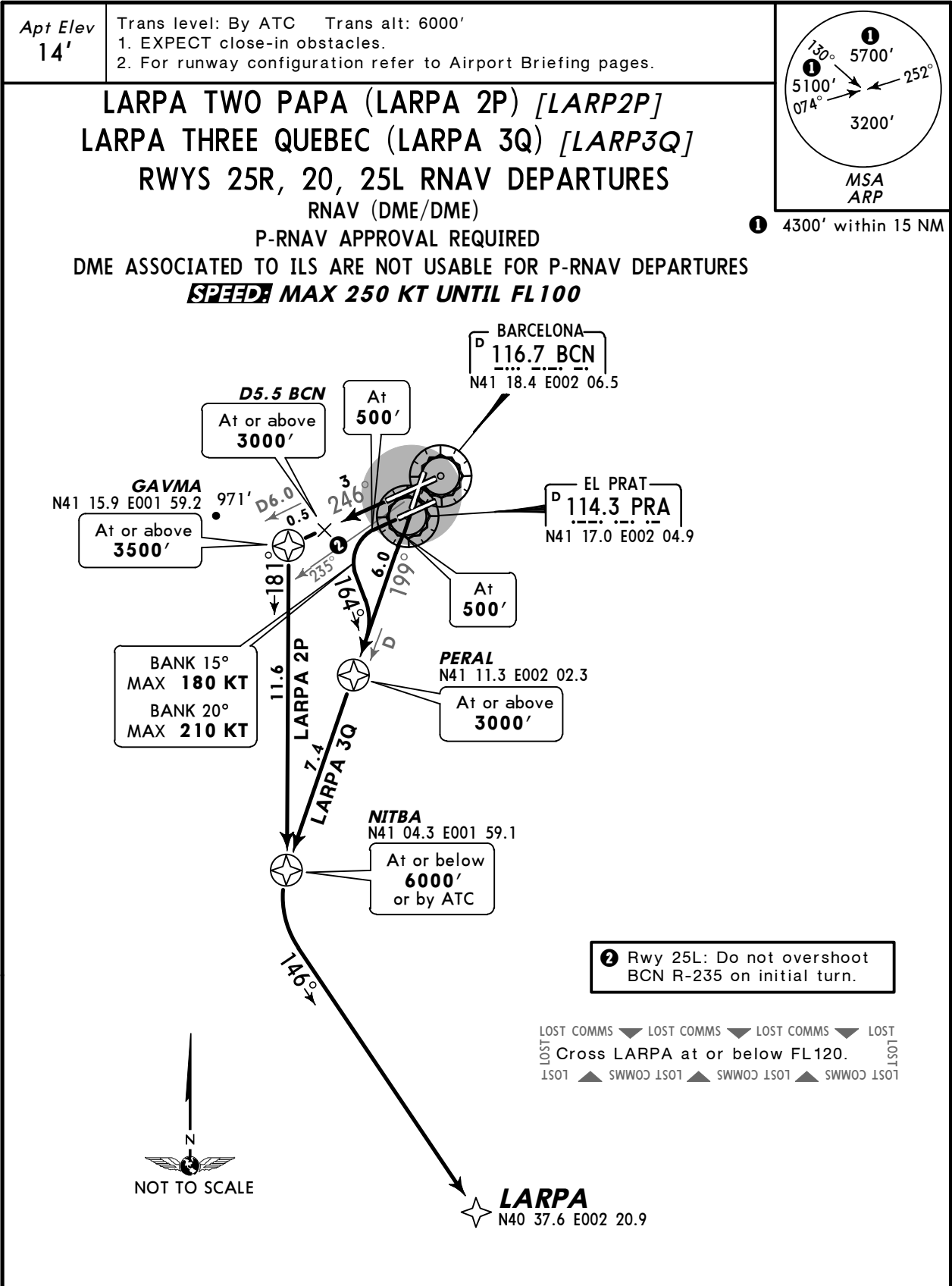
Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB/ROUTING
LARPA 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL010, then to TASOS, then to LARPA.
LARPA 1L	20	Climb on runway 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.

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J6 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID



Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB
LARPA 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LARPA 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to PERAL (D6.0 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to PERAL (D6.0 PRA).
SID	ROUTING	
LARPA 2P	GAVMA (3500'+) - NITBA (6000'-) - LARPA.	
LARPA 3Q	PERAL (3000'+) - NITBA (6000'-) - LARPA.	

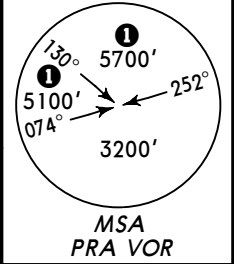
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 (10-3J7) Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

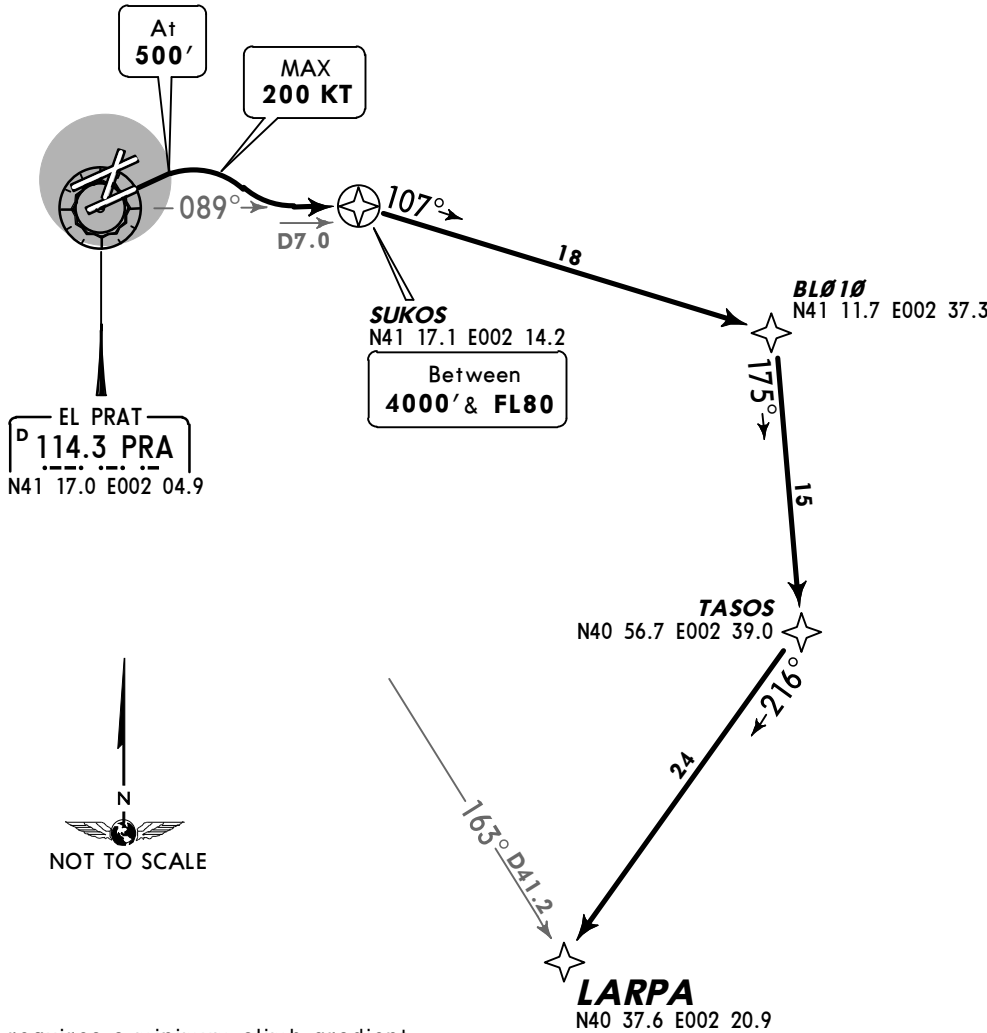
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LARPA 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 ▲ SWWCOST LOST ▲ SWWCOST LOST ▲ SWWCOST LOST



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

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

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

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

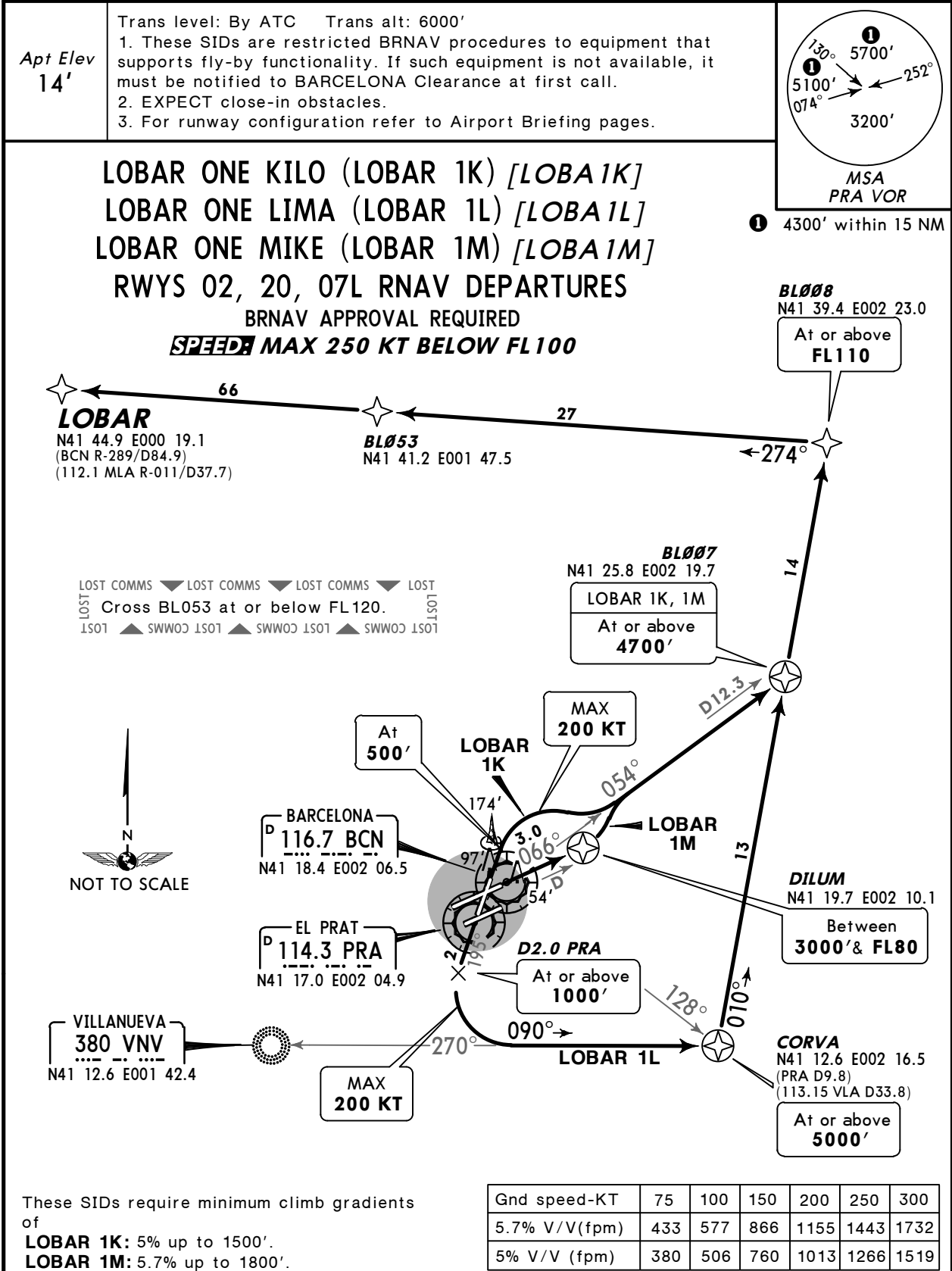
INITIAL CLIMB/ROUTING

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

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3J8 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID



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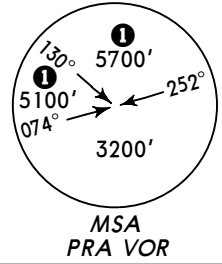
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3L Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

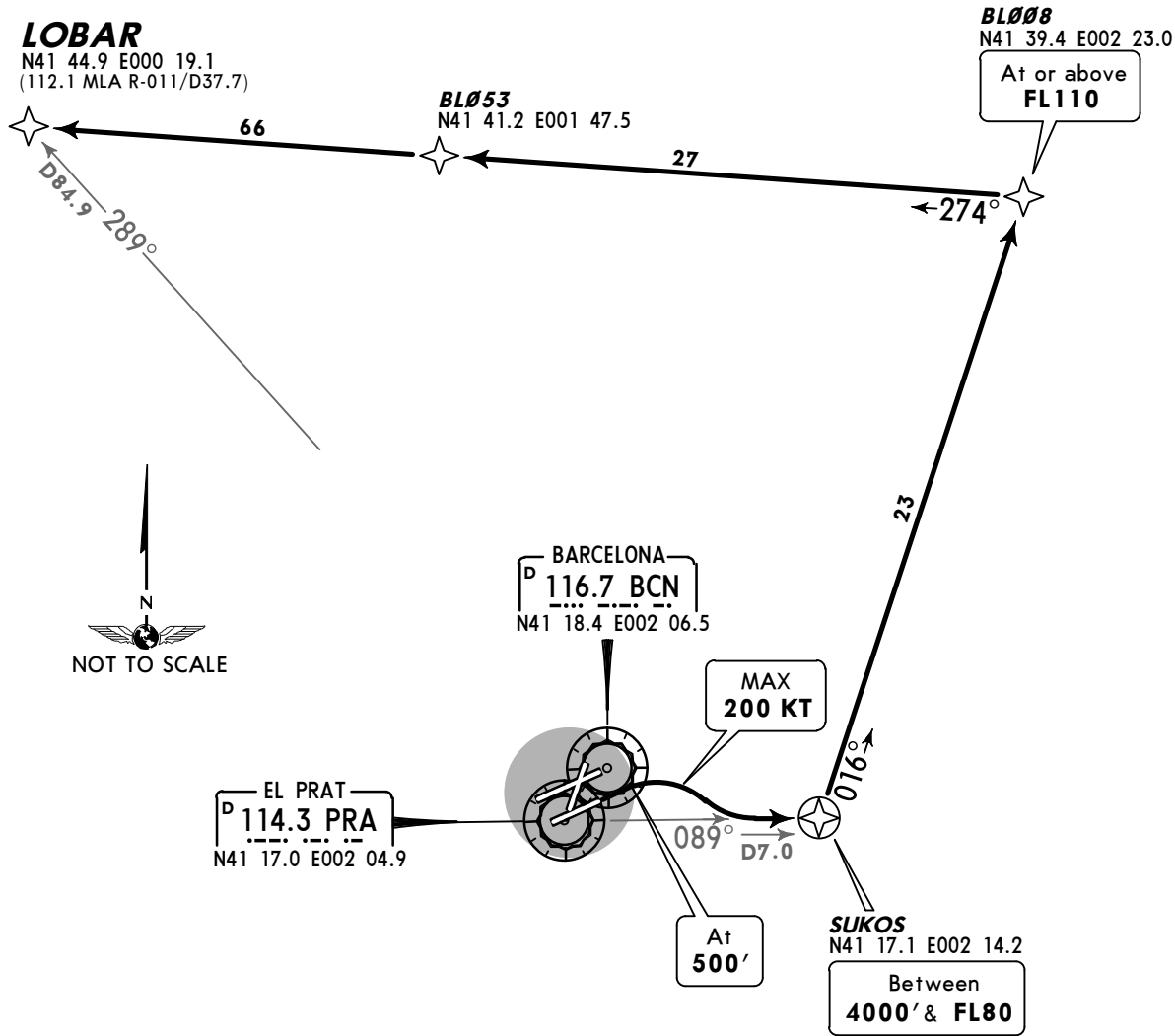
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

LOBAR 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
ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT



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

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

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

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

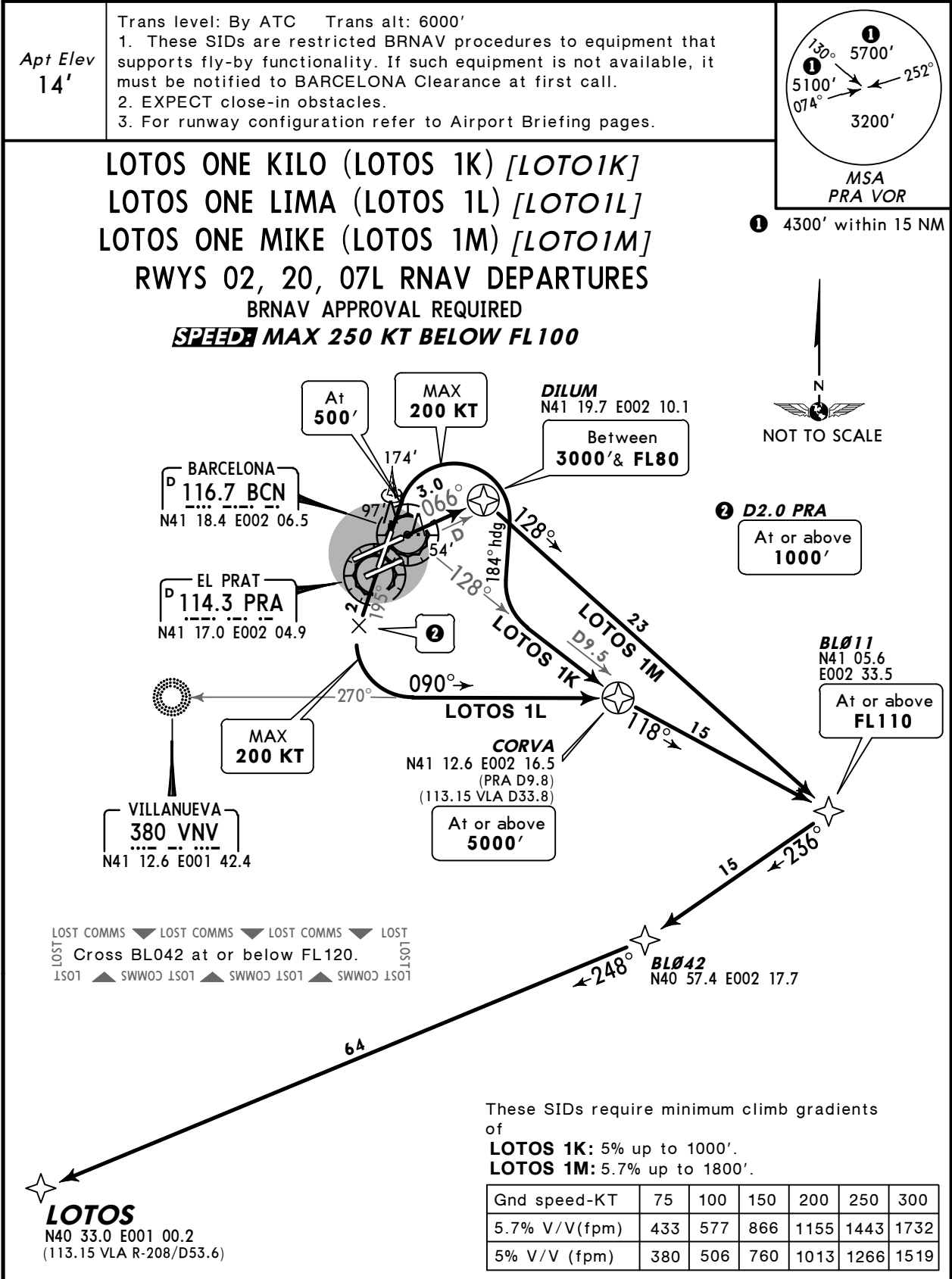
INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL008, then to BL053, then to LOBAR.

LEBL/BCN
EL PRAT

JEPPESSEN
22 JUN 12 10-3L1 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

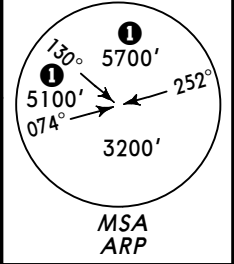


LEBL/BCN
EL PRAT

JEPPESSEN
22 JUN 12 10-3L2 Eff 28 Jun

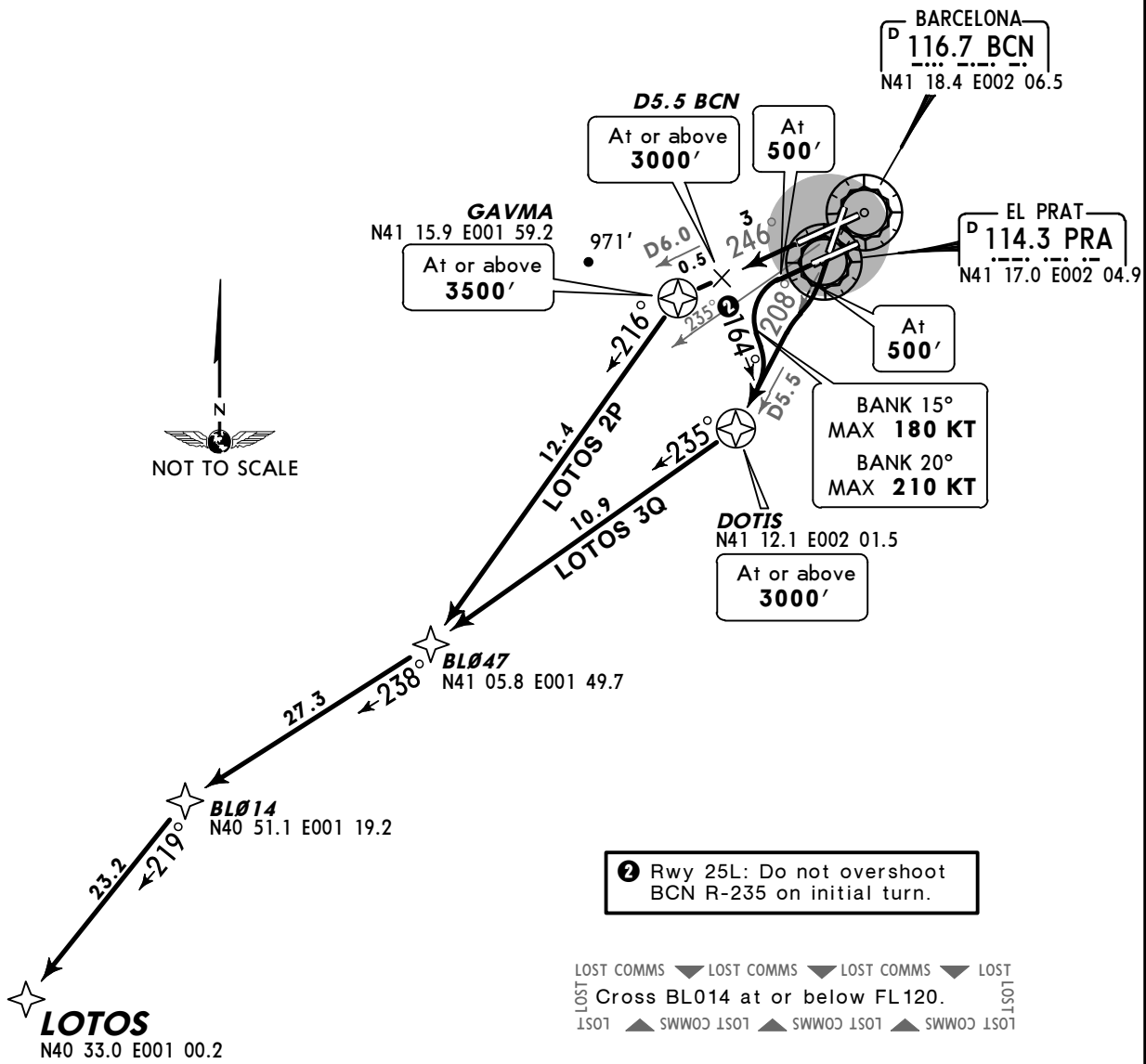
BARCELONA, SPAIN
RNAV SID

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



① 4300' within 15 NM

LOTOS TWO PAPA (LOTOS 2P) [LOTO2P]
LOTOS THREE QUEBEC (LOTOS 3Q) [LOTO3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT UNTIL FL100



Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
SID	RWY	INITIAL CLIMB
LOTOS 2P	25R	Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).
LOTOS 3Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA).
SID	ROUTING	
LOTOS 2P	GAVMA (3500'+) - BL047 - BL014 - LOTOS.	
LOTOS 3Q	DOTIS (3000'+) - BL047 - BL014 - LOTOS.	

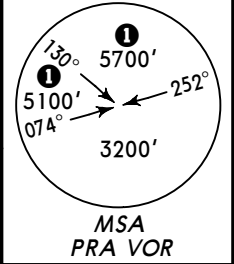
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 (10-3L3) Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

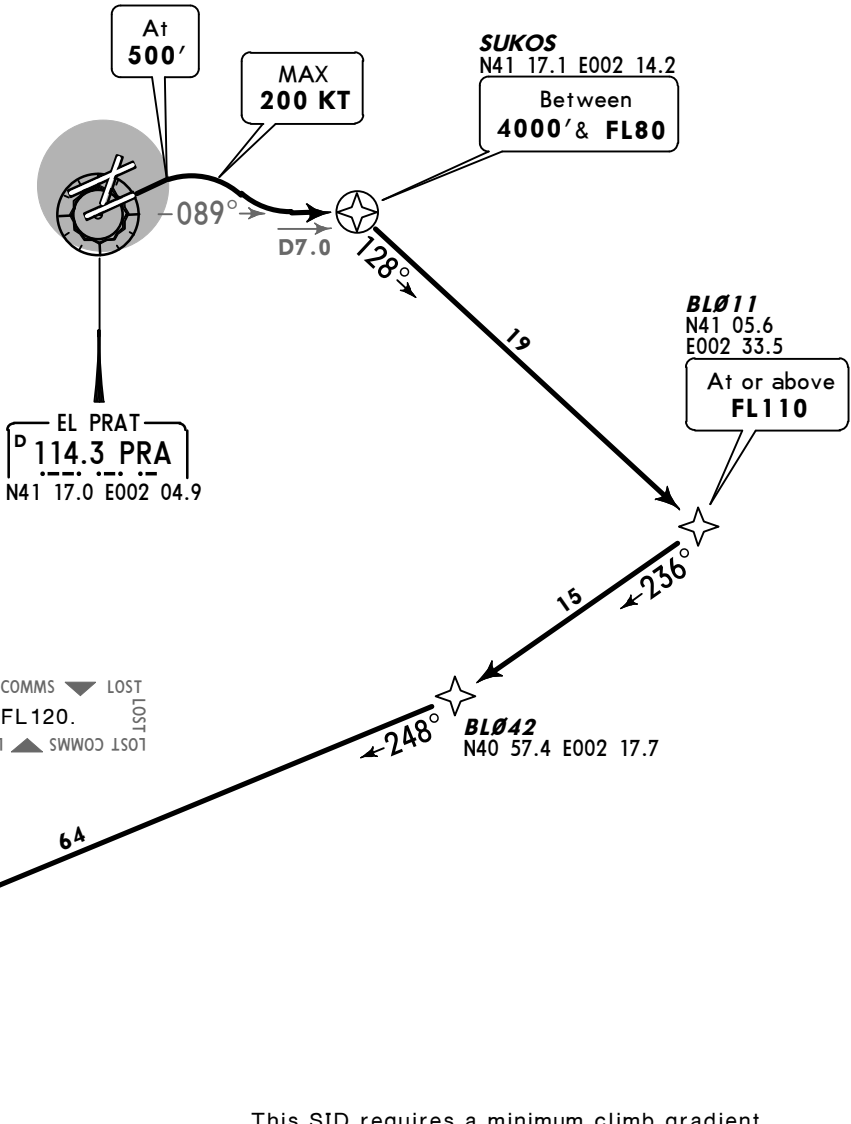
Apt Elev
14'

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



1 4300' within 15 NM

LOTOS TWO ROMEO (LOTOS 2R) [LTO2R]
RWY 07R RNAV DEPARTURE
BRNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100



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

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

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

Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute
Turns before departure end of runway (DER) are not allowed.
INITIAL CLIMB/ROUTING
Climb on runway heading to 500', turn RIGHT, intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL011, then to BL042, then to LOTOS.

LEBL/BCN
EL PRAT

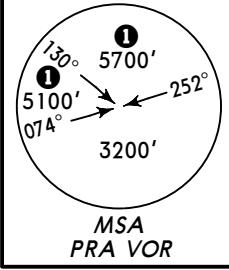
JEPPESEN
22 JUN 12 10-3L4 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

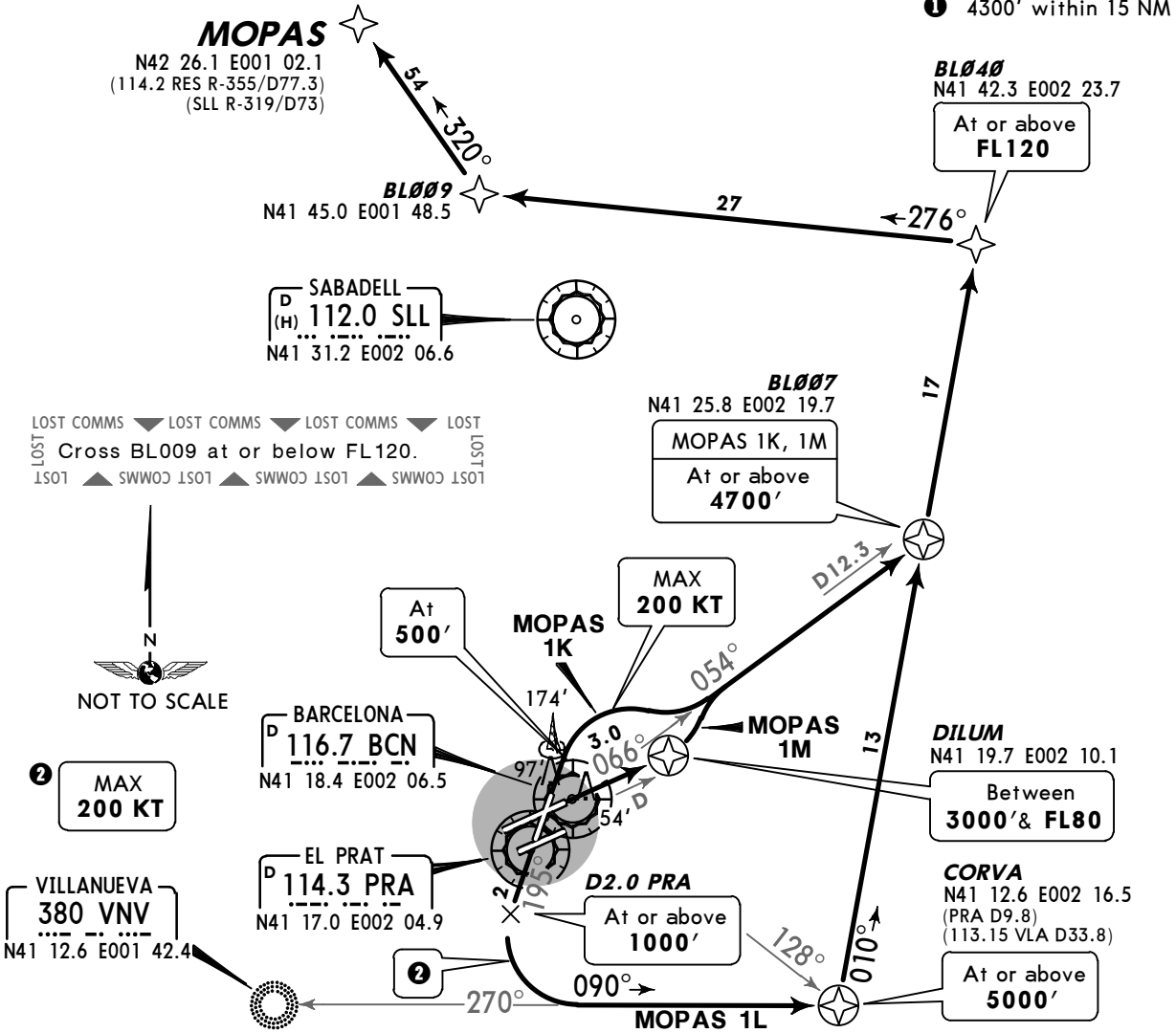
Apt Elev
14'

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

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

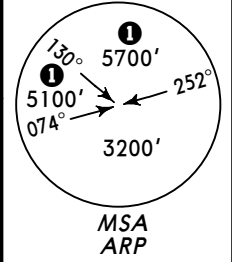
③ Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3L5 Eff 28 Jun

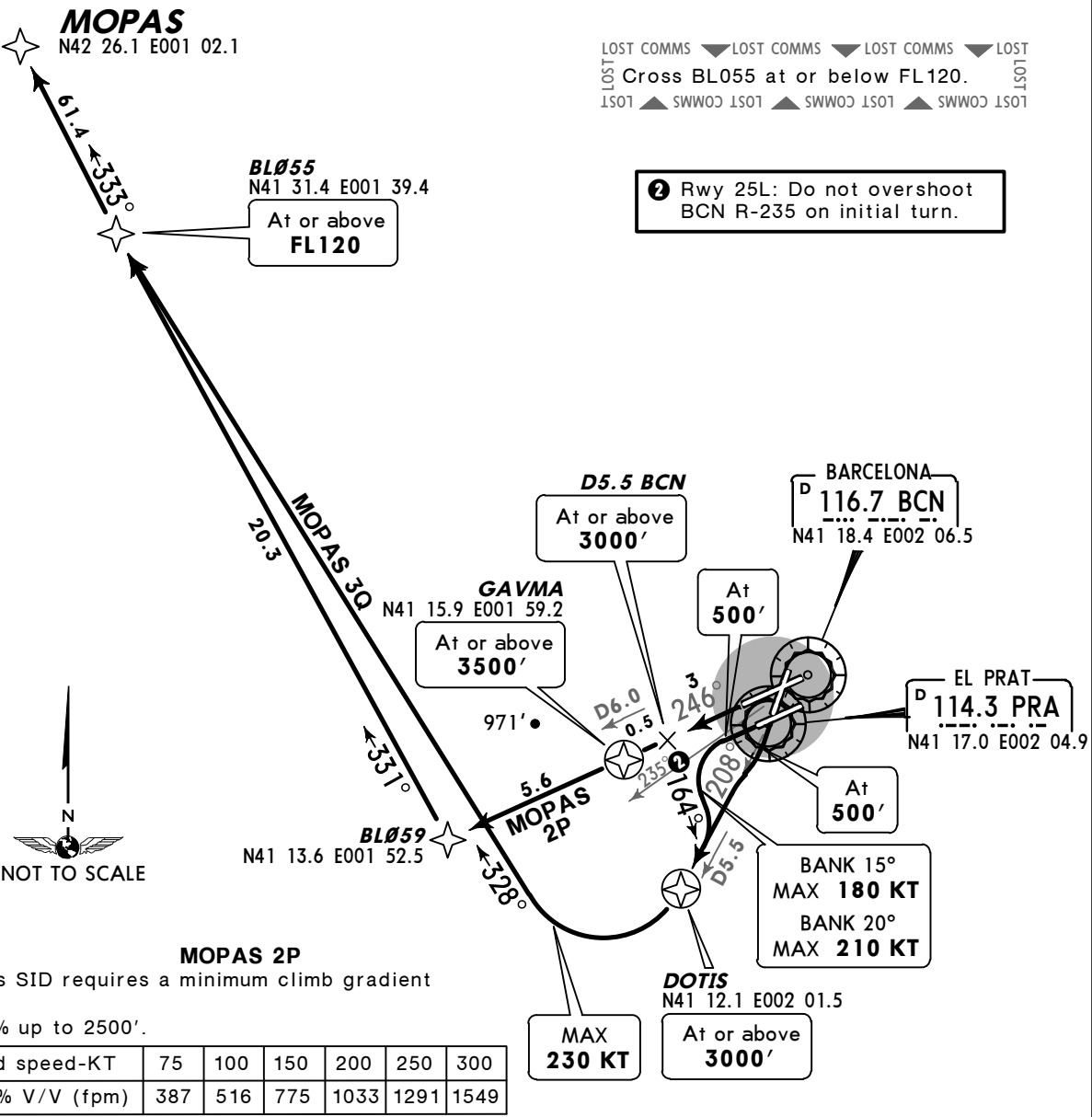
BARCELONA, SPAIN
RNAV SID

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



① 4300' within 15 NM

MOPAS TWO PAPA (MOPAS 2P) [MOPA2P]
MOPAS 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



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.	

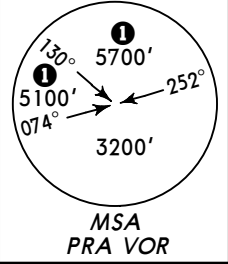
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3L6 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

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



① 4300' within 15 NM

MOPAS TWO ROMEO (MOPAS 2R) [MOPA2R]
RWY 07R RNAV DEPARTURE
BRNAV APPROVAL REQUIRED
~~SPEED~~ MAX 250 KT BELOW FL100

MOPAS
N42 26.1 E001 02.1
(114.2 RES R-356/D77.3)
(SLL R-319/D73)

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL009 at or below FL120.
LOST ▲ SMMWC LOST ▲ SMMWC LOST ▲ SMMWC LOST

BL009
N41 45.0 E001 48.5

BL040
N41 42.3 E002 23.7
At or above
FL120

SABADELL
D 112.0 SLL
(H) N41 31.2 E002 06.6



EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

At
500'

MAX
200 KT

SUKOS
N41 17.1 E002 14.2
Between
4000' & FL80

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.

LEBL/BCN
EL PRAT

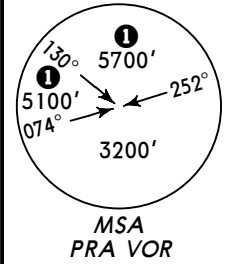
JEPPESEN
22 JUN 12 10-3L7 Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

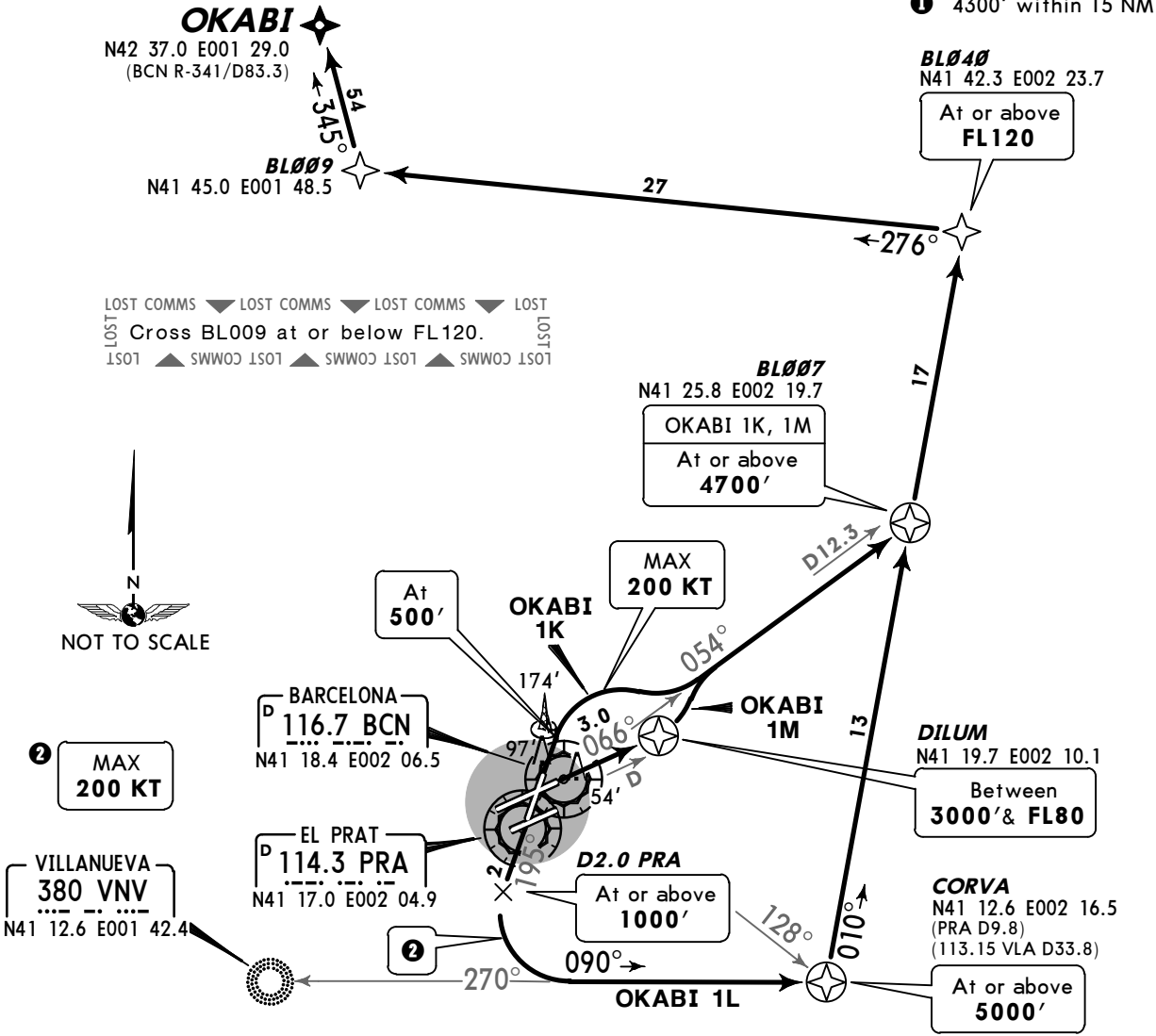
Apt Elev
14'

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

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



① 4300' within 15 NM



These SIDs require minimum climb gradients of
OKABI 1K: 5% up to 1500'.
OKABI 1M: 5.7% up to 1800'.

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

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

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

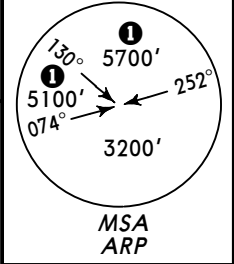
③ Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 (10-3L8) Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

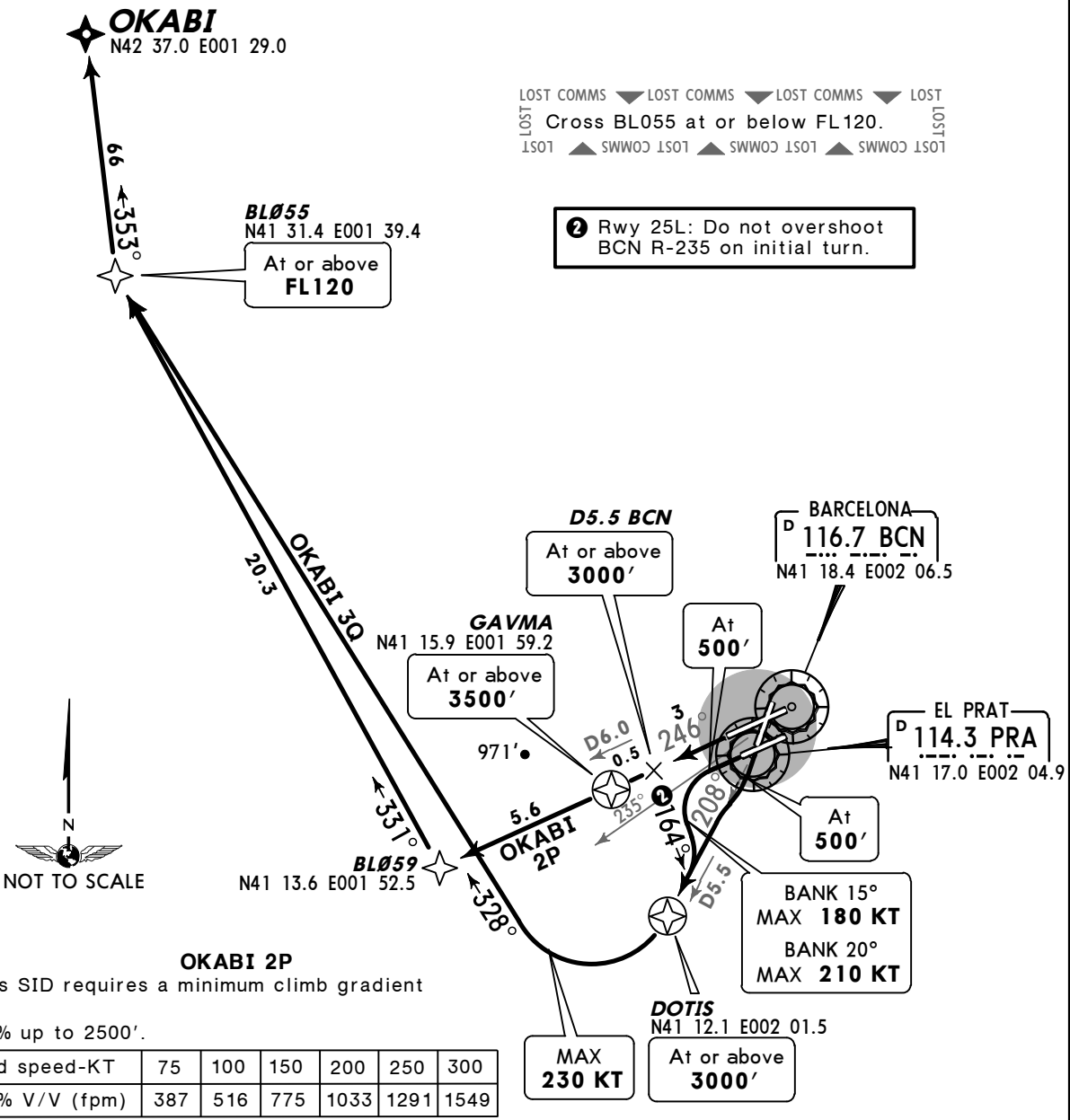
Apt Elev 14'
Trans level: By ATC Trans alt: 6000'
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

OKABI TWO PAPA (OKABI 2P) [OKAB2P]
OKABI 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



OKABI 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
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.	

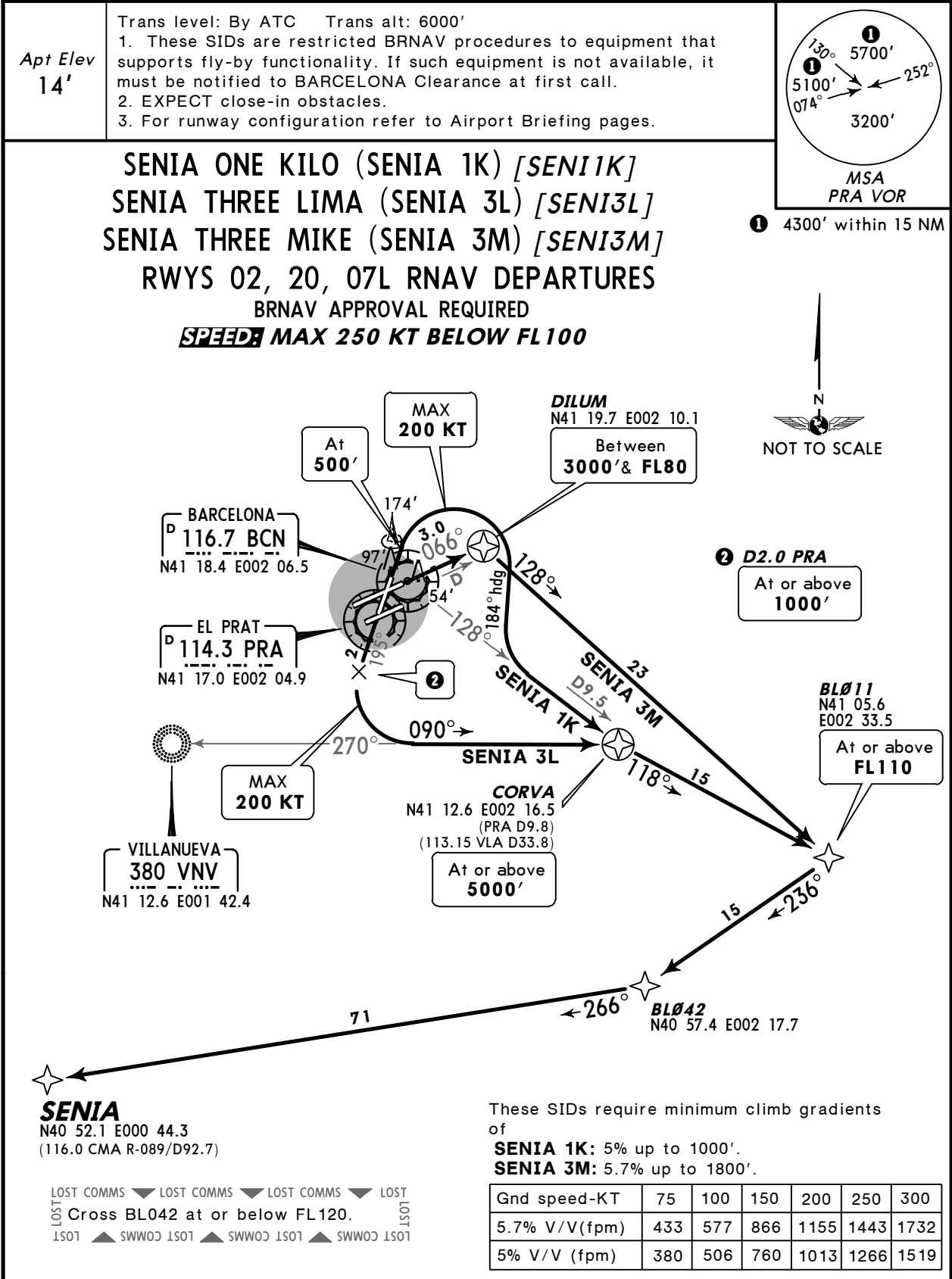
BARCELONA, SPAIN

RNAV SID

LEBL/BCN
EL PRAT

JEPPESSEN
22 JUN 12 10-3N Eff 28 Jun

BARCELONA, SPAIN
RNAV SID



LEBL/BCN
EL PRAT

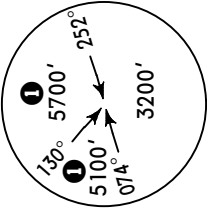
JEPPESSEN
22 JUN 12 10-3N1

Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

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

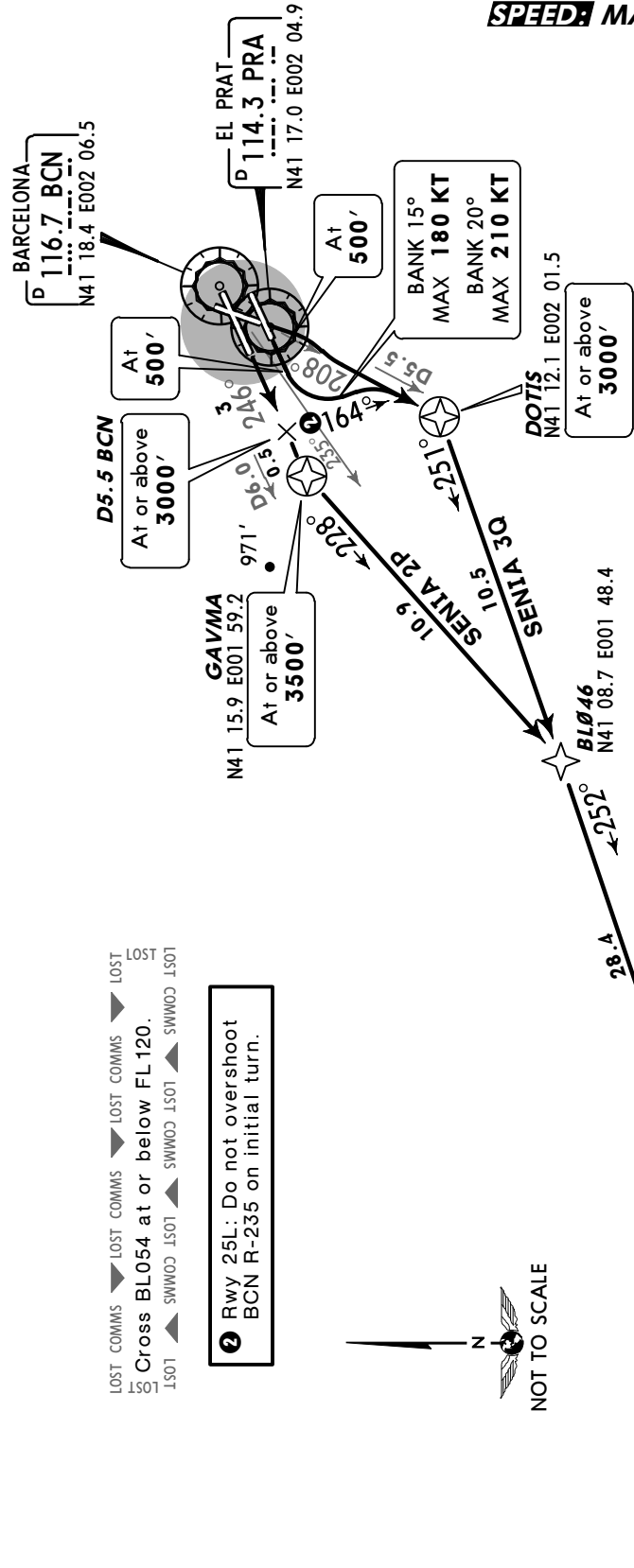


① 4300' within 15 NM

SENIA TWO PAPA (SENIA 2P) [SENI2P]
SENIA THREE QUEBEC (SENIA 3Q) [SENI3Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

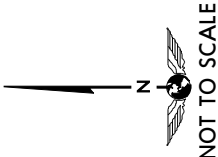
P-RNAV APPROVAL REQUIRED

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



LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross BL054 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	
SENIA 2P	25R
Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).	
Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).	
SENIA 3Q	20
Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA).	
DOTIS (D5.5 PRA).	
ROUTING	
SENIA 2P	GAVMA (3500'+) - BL046 - BL054 - SENIA.
SENIA 3Q	DOTIS (3000'+) - BL046 - BL054 - SENIA.

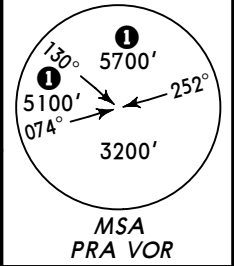
LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 (10-3N2) Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

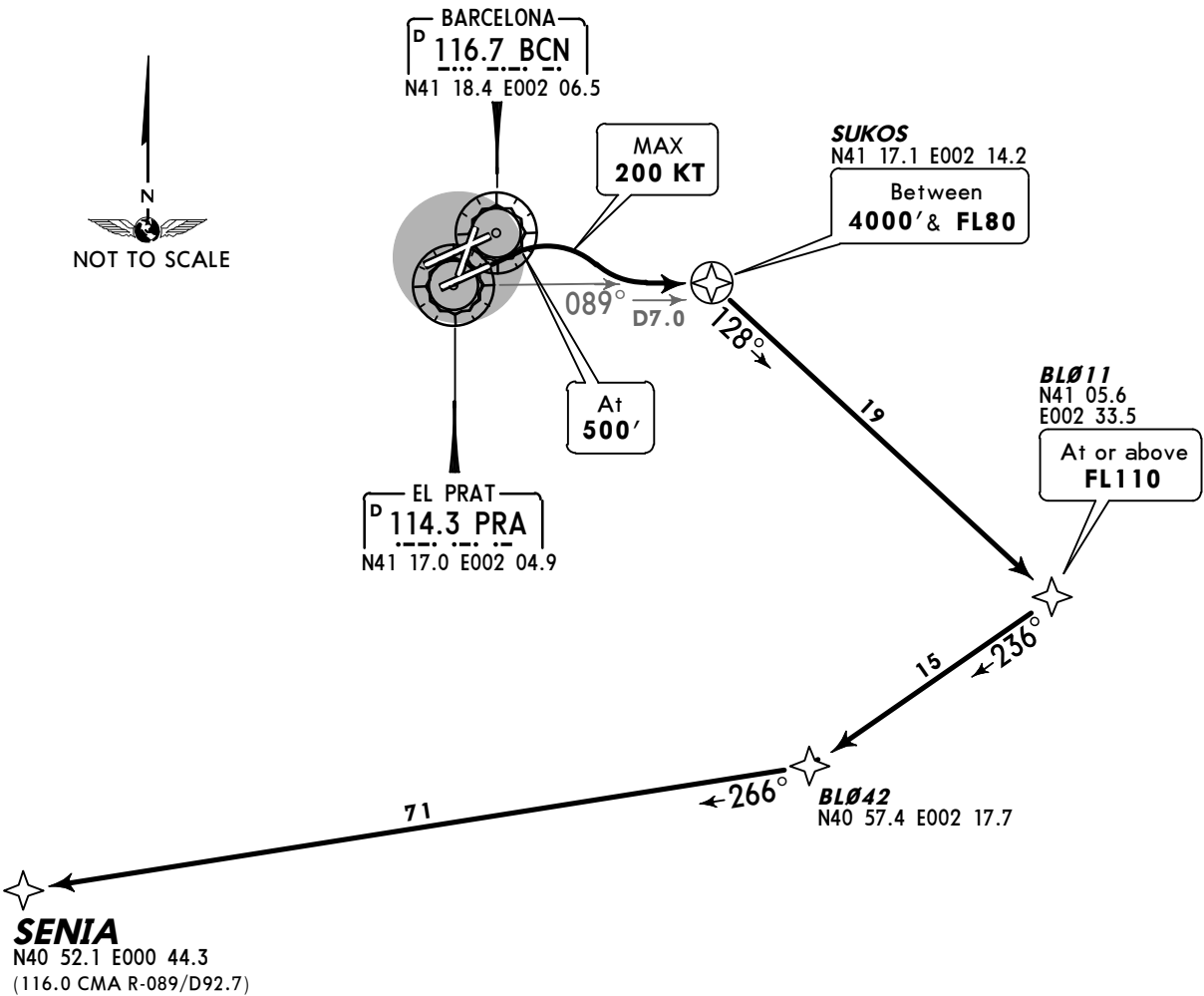
Apt Elev
14'

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



① 4300' within 15 NM

SENIA 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
Cross BL042 at or below FL120.
LS01 ▲ SWW00 LS01 ▲ SWW00 LS01 ▲ SWW00 LS01

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

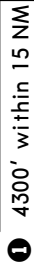
Initial ATC clearance:
Climb and maintain **FL120** and request flight level change enroute

INITIAL CLIMB/ROUTING

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

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.



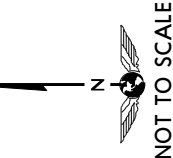
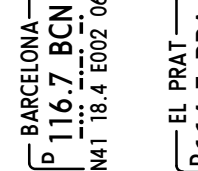
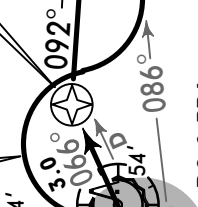
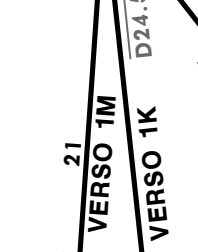
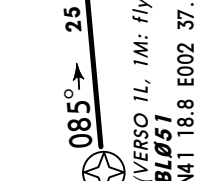
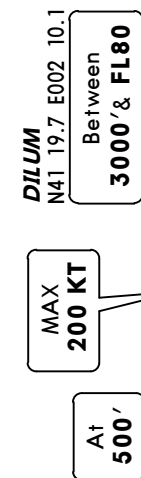
VERSO
N41 09.2
EE003 45.4
(115.35 CLE
R-120/D58.5))

VERSO ONE KILO
 (VERSO 1K) [VERS1K]
 VERSO ONE LIMA
 (VERSO 1L) [VERS1L]
 VERSO ONE MIKE
 (VERSO 1M) [VERS1M]

RWYS 02, 20, 07L
RNAV DEPARTURES

BRNAV APPROVAL REQUIRED

SPEED: MAX 250 KT BELOW FL100



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

FL120 and request flight level change enroute

SID	RWY	INITIAL CLIMB/ROUTING
VERSO 1K	02 ②	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.

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LEBL/BCN
EL PRAT

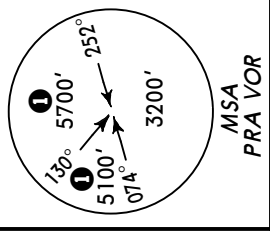
JEPPESEN
22 JUN 12 (10-3N5) Eff 28 Jun

BARCELONA, SPAIN
RNAV SID

Apt Elev
14'

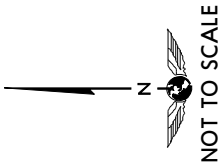
Trans level: By ATC Trans alt: 6000'
1. This SID is a restricted B-RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

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

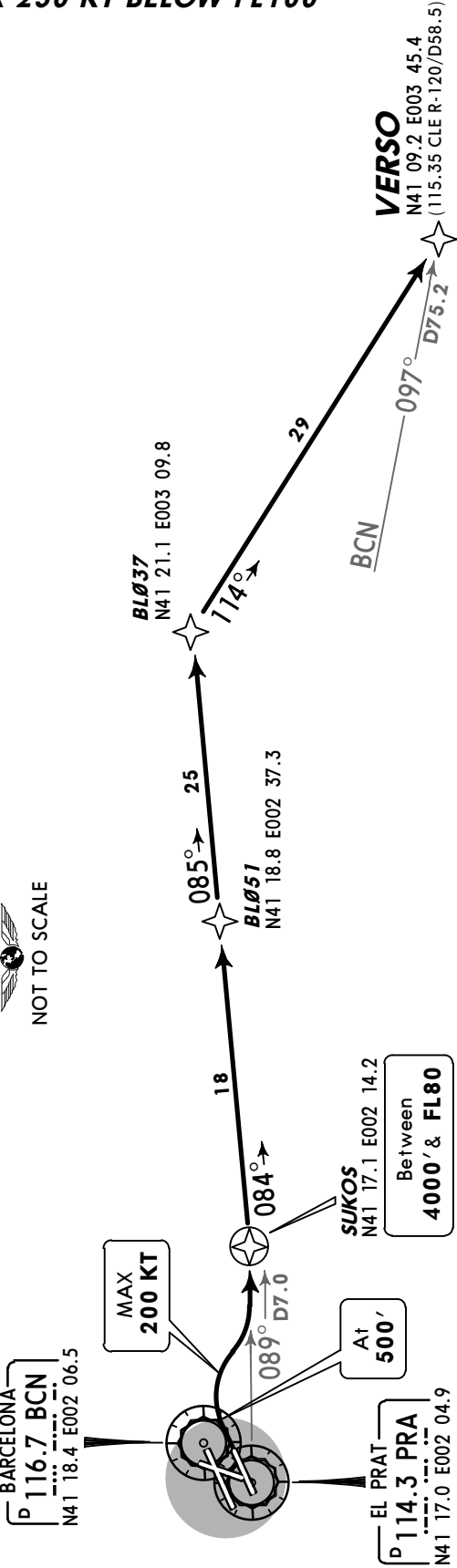


This SID requires a minimum climb gradient of 4.8% up to 1000'.

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



LOST COMMS ► LOST COMMS ► LOST COMMS ► LOST
Cross VERSO at or below FL120.
LS01 ► SSW03 LS01 ► SSW03 LS01 ► SSW03 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 BL051, then to BL037, then to VERSO.

1 4300' within 15 NM

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

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LEBL/BCN
EL PRAT

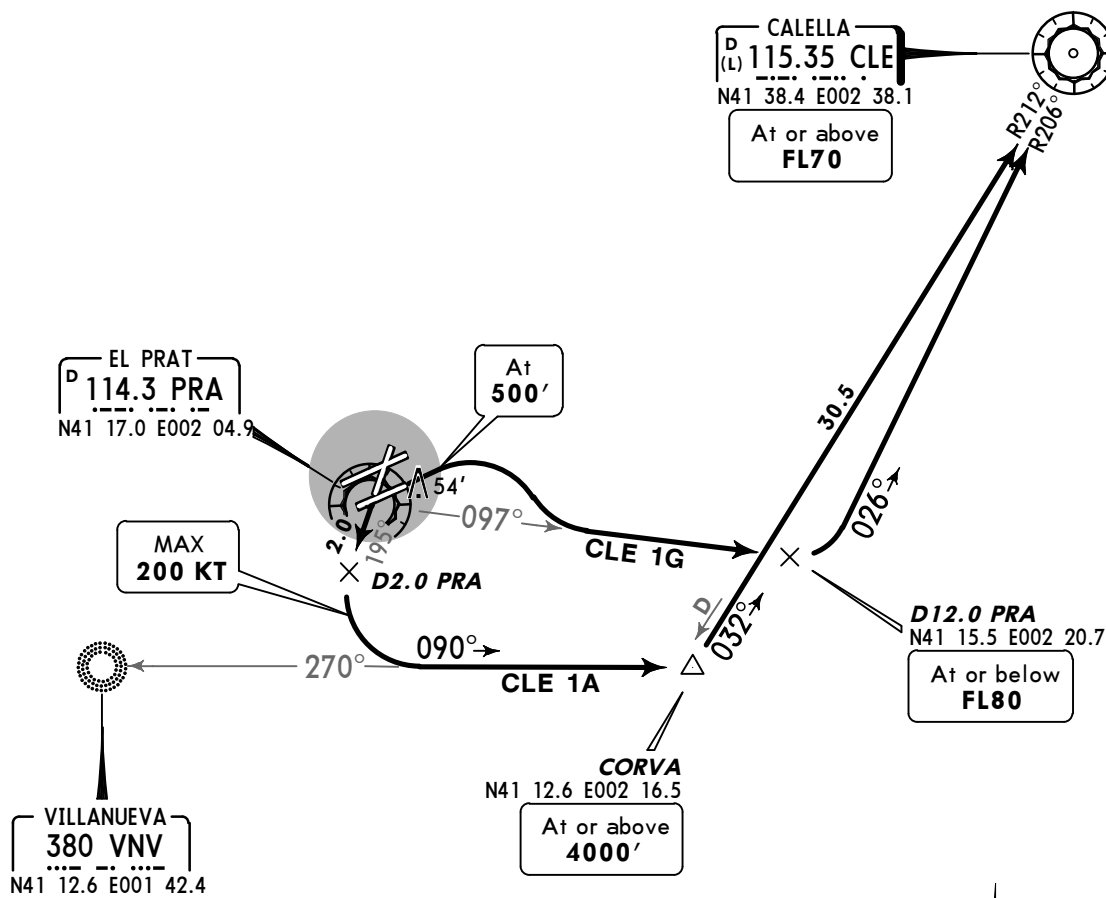
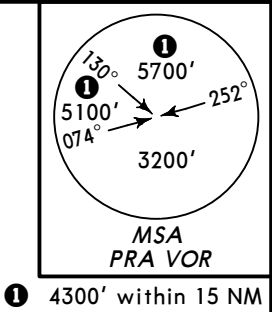
JEPPESEN
30 MAR 12 10-3P Eff 5 Apr

BARCELONA, SPAIN
SID

Apt Elev
14'

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

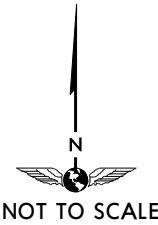
CALELLA ONE ALFA (CLE 1A)
CALELLA ONE GOLF (CLE 1G)
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



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.

LEBL/BCN
EL PRAT

JEPPESEN
30 MAR 12 10-3Q Eff 5 Apr

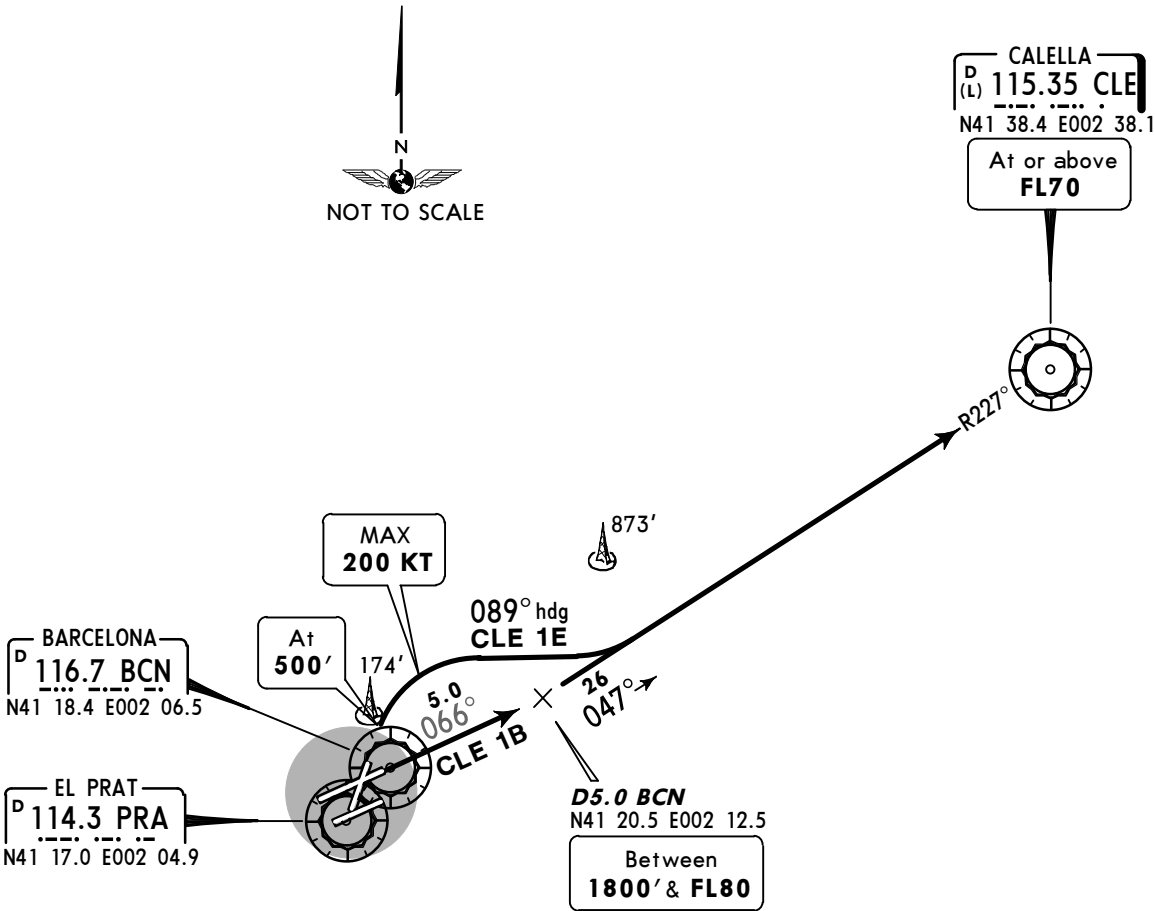
BARCELONA, SPAIN
SID

Apt Elev
14'

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

MSA
PRA VOR
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.		

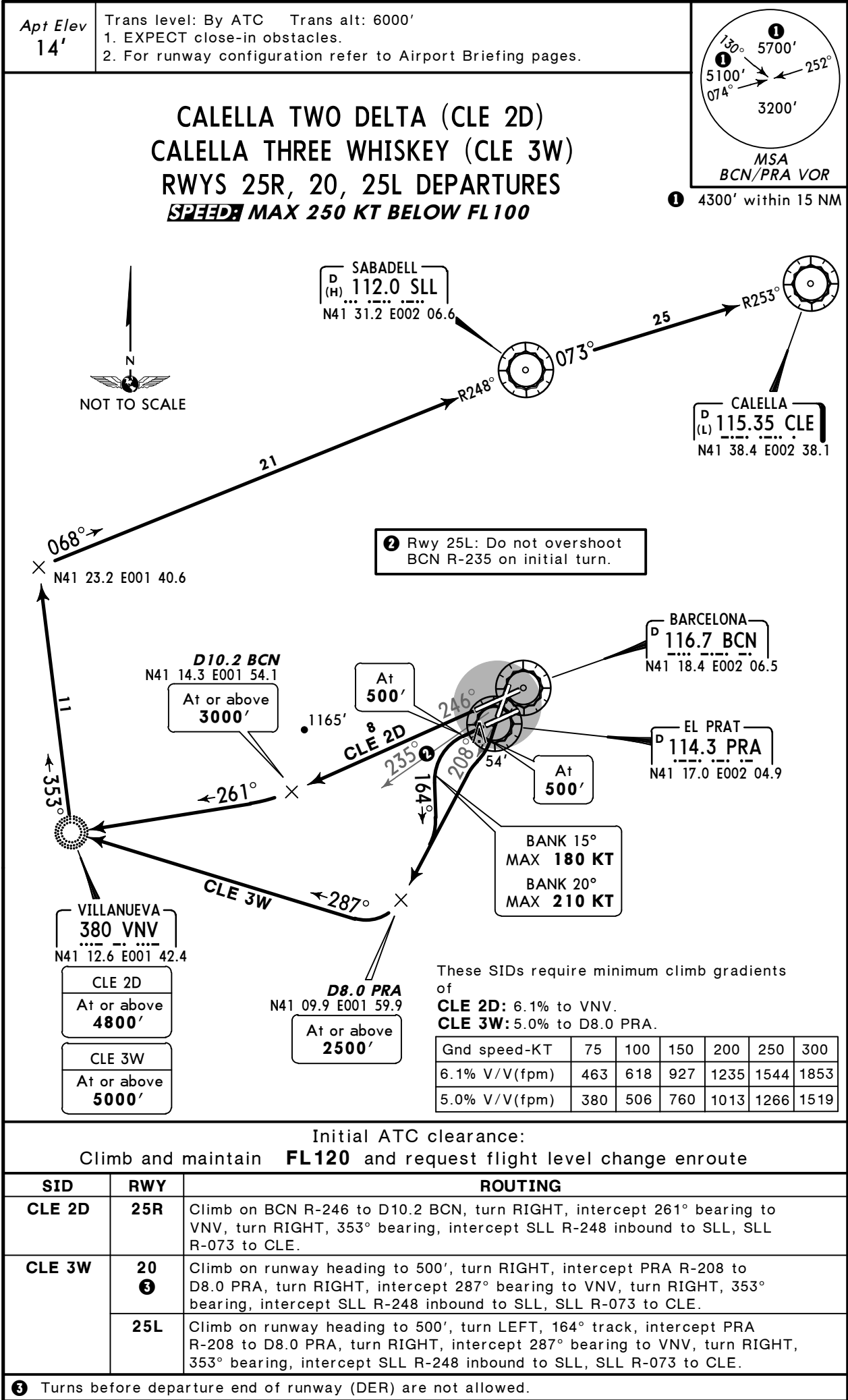
CHANGES: Close-in obstacles revised.

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LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3Q1 Eff 28 Jun

BARCELONA, SPAIN
SID



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Trans level: By ATC Trans alt: 6000'

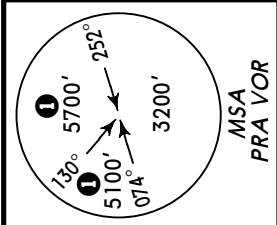
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.

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

These SIDs require minimum climb gradients of

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.		

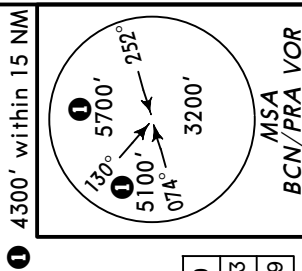
② Turns before departure end of runway (DER) are not allowed.



Trans level: By ATC Trans alt: 6000'

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

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



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

These SIDs require minimum climb gradients of

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

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

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

SID	RWY	ROUTING
DALIN 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.
DALIN 3W	20 ②	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107. intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV) to D47.0 VLA, turn LEFT, along BCN 36.0 DME arc until passing BCN R-107, intercept BGR R-198 inbound, intercept BCN R-065 via FEVIK to DALIN.

ELONA— Turns before departure end of run-
7 BCN way (DER) are not allowed.

D12.5 BCN
N41 13.3
E001 51.3

• 1165'

A+ 500'

246°

8-N 3D

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

Diagram illustrating a bank angle indicator. The indicator shows a bank angle of 4°. The scale ranges from 0 to 20 degrees. The maximum speed for 15° bank is 180 KT, and for 20° bank is 210 KT. The indicator is labeled "D10.2 BCN" and "At or above 3000'". The needle is also labeled "D8.0 PRA".

At or above
2500'

DALIN
5.4
3W

D13.4 PRA
At or below
6000'
or by ATC

VLA
.....

× **D16.0 PRA**
N41 01.8 E001 58.0

D47.0 VLA
N40 45.5 E002 14.1

 $\times$

1

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LEBL/BCN
EL PRAT

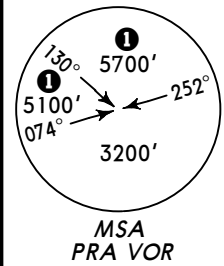
JEPPESEN
30 MAR 12 (10-3Q5) Eff 5 Apr

BARCELONA, SPAIN
SID

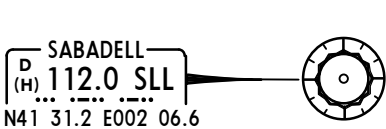
Apt Elev
14'

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

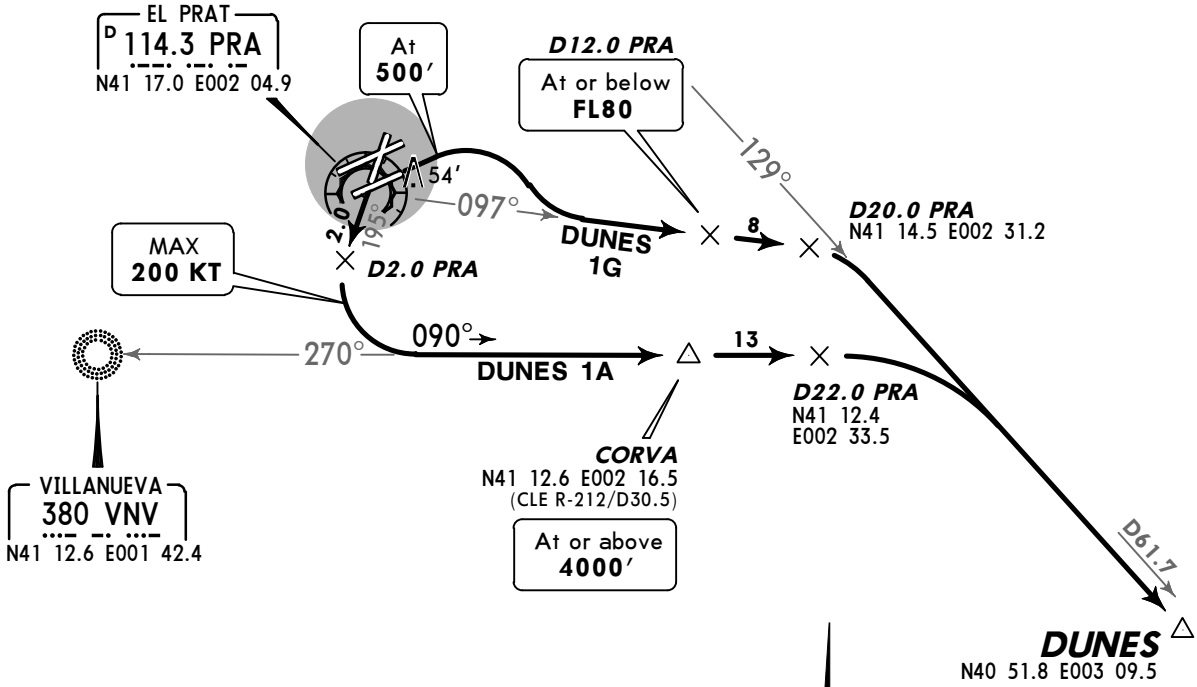
DUNES ONE ALFA (DUNES 1A) [DUNE1A]
DUNES ONE GOLF (DUNES 1G) [DUNE1G]
RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



① 4300' within 15 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross DUNES at or below FL120.
▲ SWWOC 150T ▲ SWWOC 150T ▲ SWWOC 150T



These 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.

LEBL/BCN
EL PRAT

JEPPESEN
30 MAR 12 10-3Q6 Eff 5 Apr

BARCELONA, SPAIN
SID

Apt Elev
14'

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

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

130°
5100'
074°

5700'
252°
3200'

MSA
PRA VOR

① 4300' within 15 NM

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.		

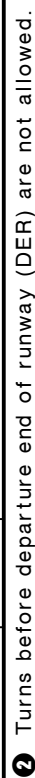
CHANGES: Close-in obstacles revised.

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2. For runway configuration refer to Airport Briefing pages.



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LEBL/BCN
EL PRAT

JEPPESEN

BARCELONA, SPAIN

22 JUN 12

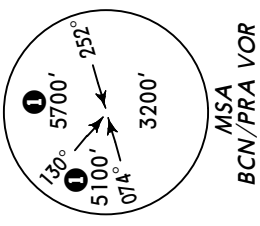
10-3T

Eff 28 Jun

SID

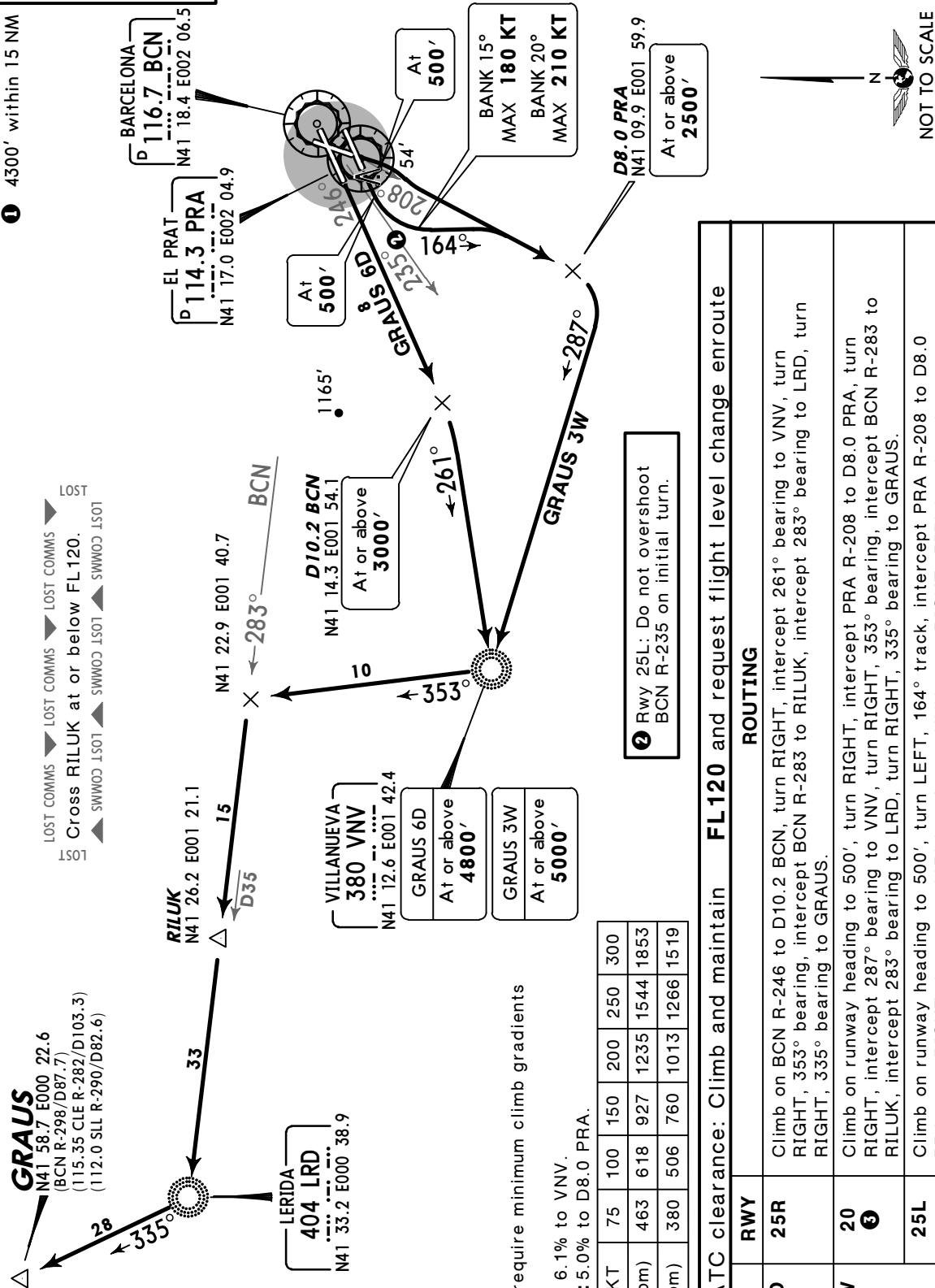
Apt Elev
14'

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



GRAUS 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



LOST COMMS
Cross RILUK at or below FL120.
LOST
SWWOC JSOT
SWWOC JSOT

These SIDs require minimum climb gradients

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

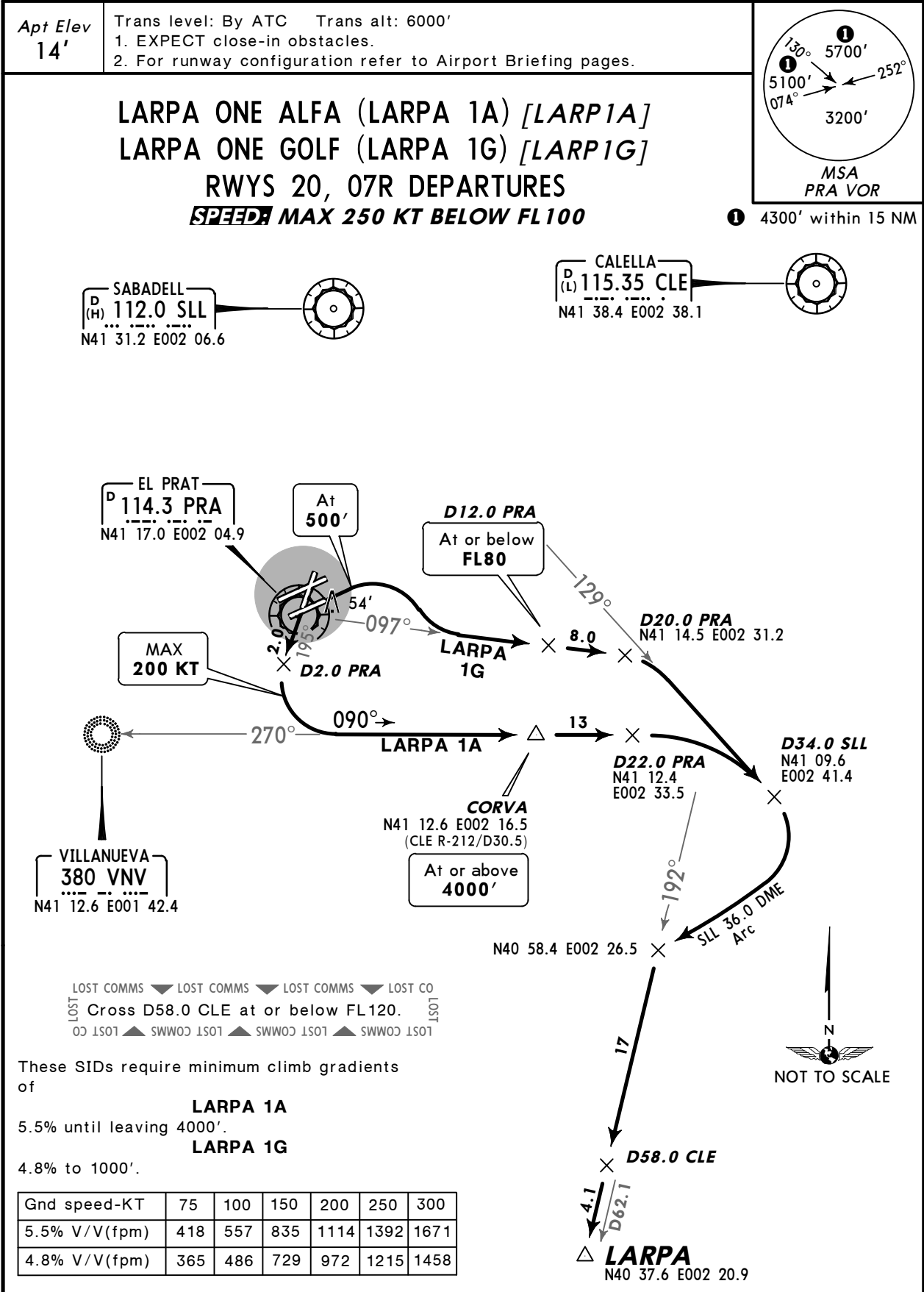
SID	RWY	ROUTING
GRAUS 6D	25R	Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LR, turn RIGHT, 335° bearing to GRAUS.
GRAUS 3W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 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 LR, 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 LR, turn RIGHT, 335° bearing to GRAUS.

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

LEBL/BCN
EL PRAT

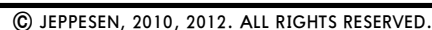
JEPPESEN
30 MAR 12 10-3T1 Eff 5 Apr

BARCELONA, SPAIN
SID



1 4300' within 15 NM

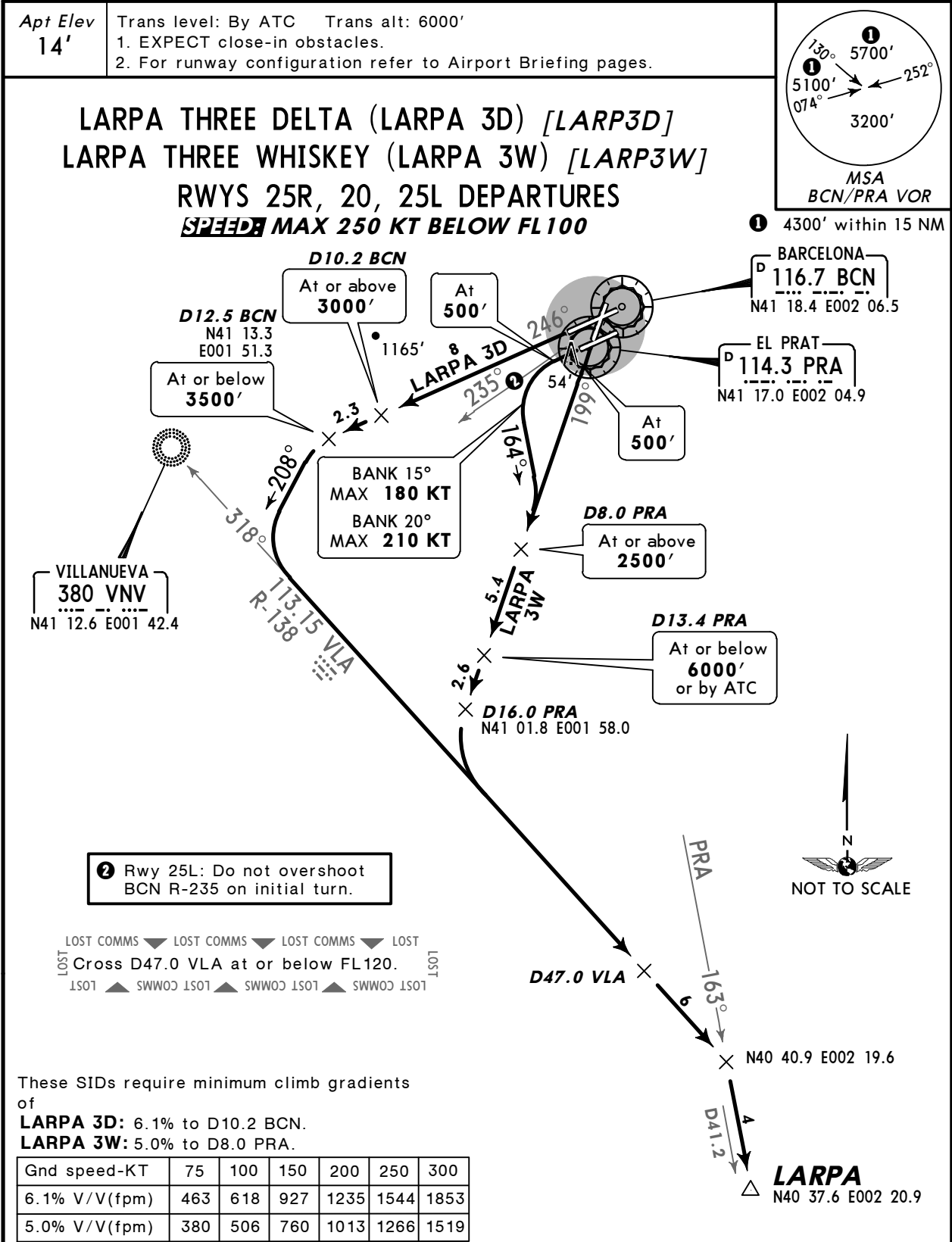
CALELLA
D (L) 115.35 CLE
N41 38.4 E002 38.1



LEBL/BCN
EL PRAT

JEPPESEN
22 JUN 12 10-3T3 Eff 28 Jun

BARCELONA, SPAIN
SID



LARPA 3D, 3W: Initial ATC clearance:		
Climb and maintain FL120 and request flight level change enroute		
LARPA 3W: Maintain 6000' until D13.4 PRA except ATC clearance		
SID	RWY	ROUTING
LARPA 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.
LARPA 3W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.
	25L	Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-199 to D16.0 PRA, turn LEFT, intercept VLA R-138 (138° bearing from VNV), intercept PRA R-163 to LARPA.

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

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LEBL/BCN
EL PRAT

JEPPESEN

BARCELONA, SPAIN

22 JUN 12

10-3T5

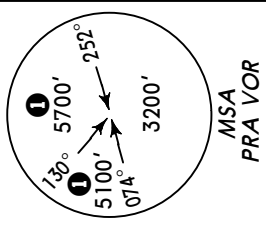
Eff 28 Jun

SID

Apt Elev
14'

Trans level: By ATC Trans alt: 6000'

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



LOBAR FOUR BRAVO (LOBAR 4B) [LOBA4B]

LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]

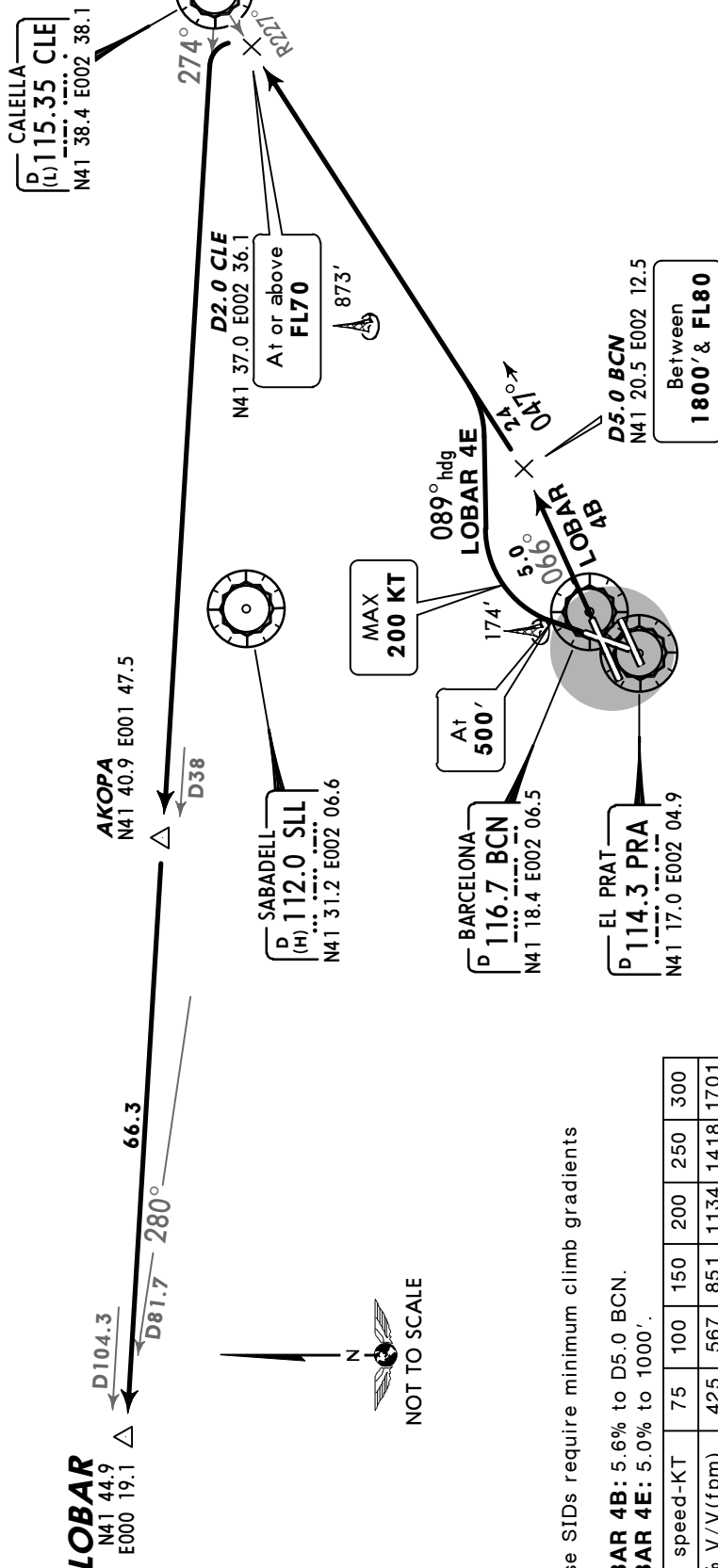
RWYS 07L, 02 DEPARTURES

ONLY TRAFFIC VIA AIRWAY UN 725

SPEED: MAX 250 KT BELOW FL100

① 4300' within 15 NM

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



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

SID	RWY	ROUTING
LOBAR 4B	07L	Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274 via AKOPA to LOBAR.
LOBAR 4E	02	Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274 via AKOPA to LOBAR.
②		Turns before departure end of runway (DER) are not allowed.

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SID

1 4300' within 15 NM

NOT TO SCALE

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① 4300' within 15 NM

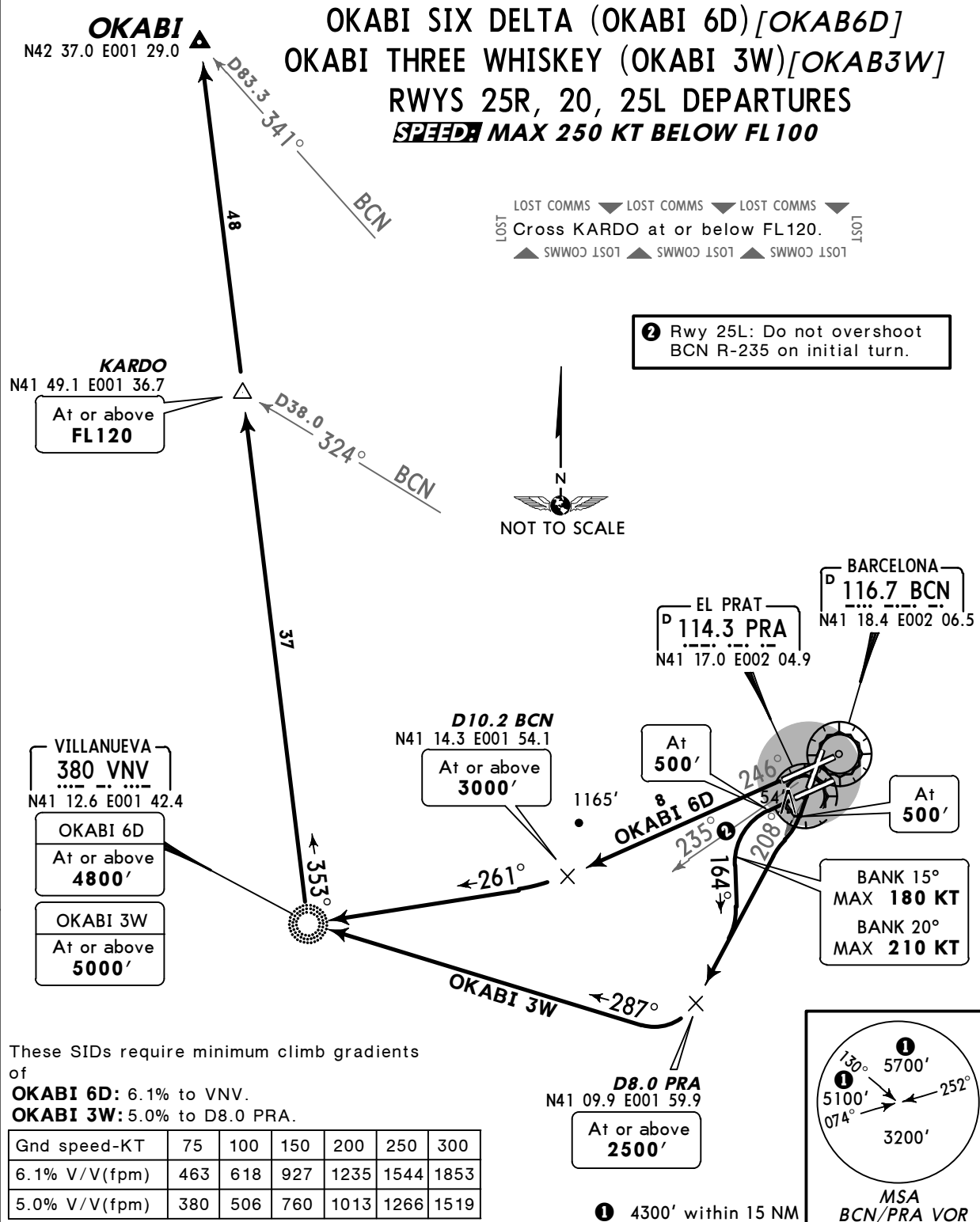
LEBL/BCN
EL PRAT

JEPPESSEN
22 JUN 12 **(10-3V5)** Eff 28 Jun

BARCELONA, SPAIN
SID

Apt Elev
14'

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



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 KARD0 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 KARD0 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 KARD0 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



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① 4300' within 15 NM

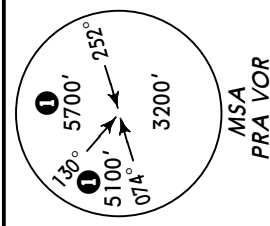
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Trans level: By ATC Trans alt: 6000'

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

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



VERSO 1E

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

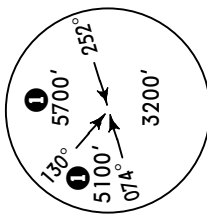
SID	RWY	ROUTING
VERSO 2B	07L	Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.
VERSO 1E	02 ②	Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.
② Turns before departure end of runway (DER) are not allowed.		

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.

MSA
BCN/PRA VOR

1 4300' within 15 NM

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

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

These SiDs require minimum climb gradients of

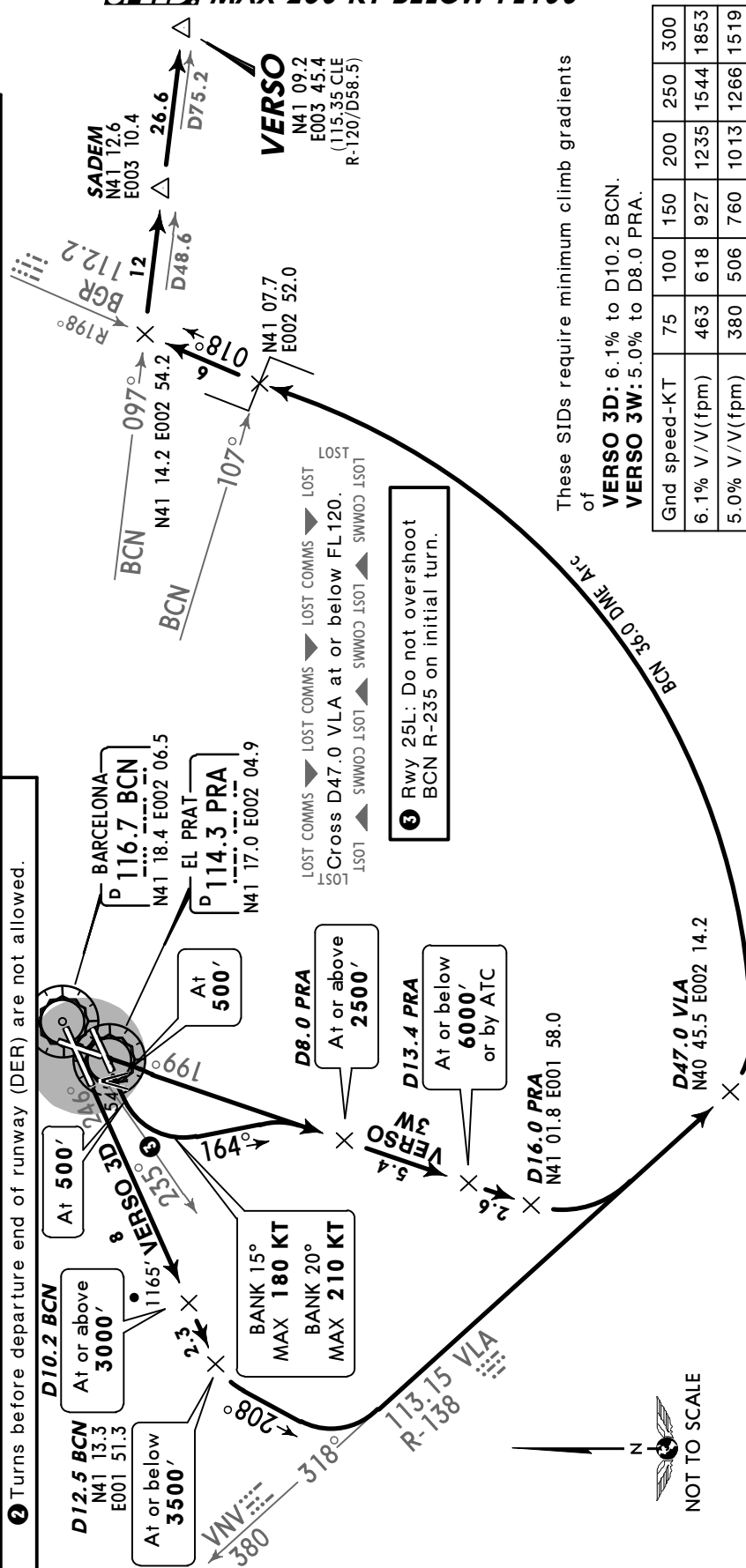
VERSO 3D:	6.1% to D10.2 BCN.
VERSO 3W:	5.0% to D8.0 PRA.

FL120 and request flight level change enroute
RA except ATC clearance

ROUTING

SID	RWY	ROUTING
VERSO 3D	25R	Climb on BCN R-246 to D12.5 BCN, turn LEFT, 208° track, intercept VLA R-138 (138° bearing from VNV) to D47.0 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, 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

1 4300' within 15 NM

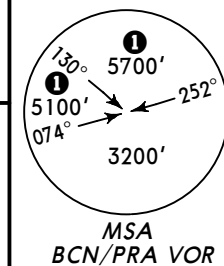
SPEED: MAX 250 KT BELOW FL100



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.

Trans level: By ATC Trans alt: 6000'

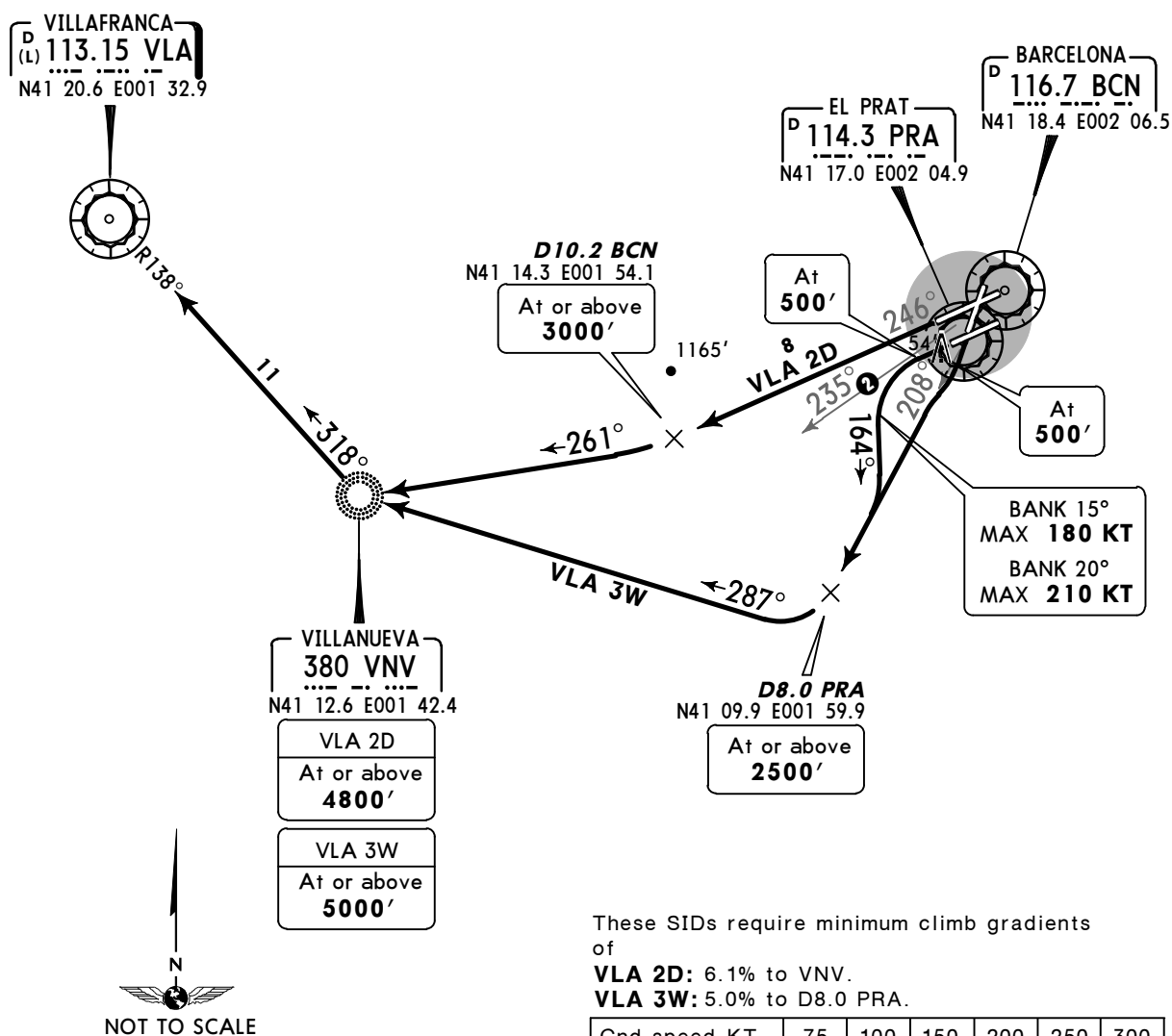
1. EXPECT close-in obstacles.
2. For runway configuration refer to Airport Briefing pages.



1 4300' within 15 NM

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

② Rwy 25L: Do not overshoot BCN B-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.

LEBL/BCN
EL PRAT

 **JEPPESEN**
22 JUN 12 **(10-3X5)** **Eff 28 Jun**

BARCELONA, SPAIN
DEPARTURE

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

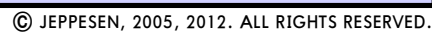
In the event of failure of one or more nav aids used for the departures from runways 07L/R, 20, 25L/R, the following procedures shall be carried out:

- 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



LEBL/BCN

JEPPESEN
1 JAN 16 10-8 Eff 7 Jan

BARCELONA, SPAIN
EL PRAT

WORKS ON RAMP 15
REFER ALSO TO LATEST NOTAMS

PHASE 1

SUB-PHASE 1.1:

Working area:

- Stands 290 thru 298
- apron inner twy.

Restrictions on maximum aircraft at gate QS.

Establishment of new stands 290 thru 298,
twys Q11 and Q12 and gate VS.

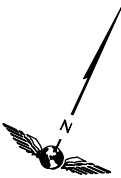
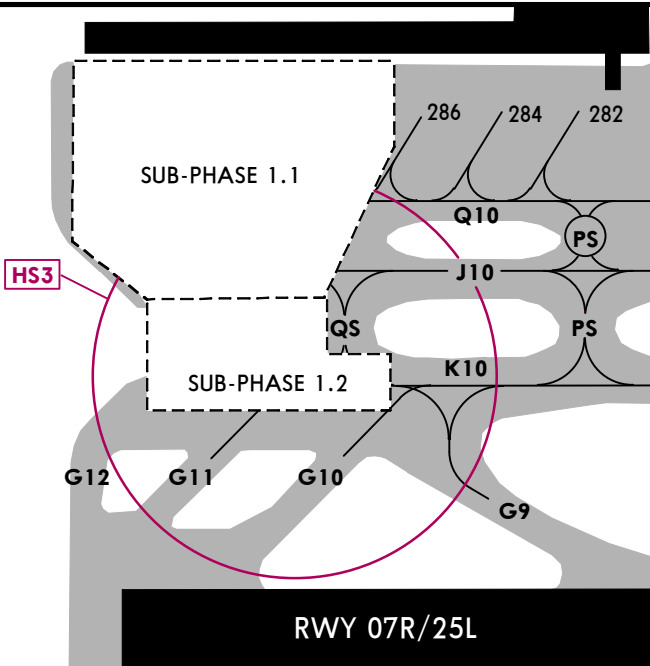
SUB-PHASE 1.2:

Working area:

- twy K11.

Restrictions on maximum aircraft or
closure of gate QS.

Intermediate holding position on twy K11
will be displaced.



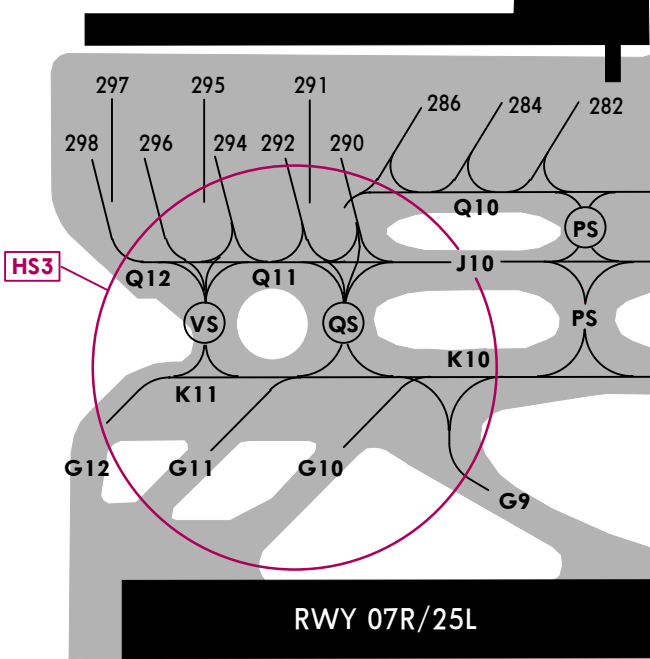
LAYOUT AT THE END OF PHASE 1:

STAND	COORDINATES
290	N41 17.2 E002 04.5
291, 292	N41 17.2 E002 04.4
294	N41 17.1 E002 04.4
295	N41 17.2 E002 04.4
296	N41 17.1 E002 04.4
297, 298	N41 17.1 E002 04.3

All stands are push-back.

HS3 HOT SPOT

See 10-9A for description.



LEBL/BCN

JEPPESEN
1 JAN 16 10-8A Eff 7 Jan

BARCELONA, SPAIN
EL PRAT

WORKS ON RAMP 15
REFER ALSO TO LATEST NOTAMS

PHASE 2

SUB-PHASE 2.1:
Removal of twys J9, J10 and PS and gate PS.

Restrictions on maximum aircraft and
closure of twys Q9, Q10, K9 and K10.

Establishment of gate RS.

SUB-PHASE 2.2:
Removal of twy QS and gate QS.

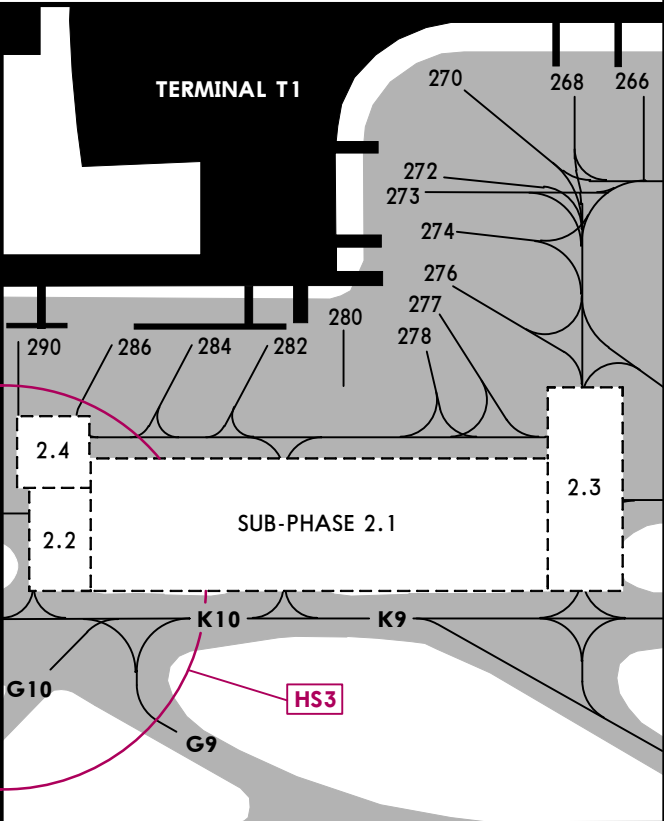
Establishment of gate TS.

SUB-PHASE 2.3:
Removal of twy NS and gate NS.

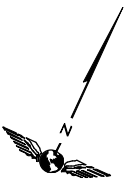
Establishment of gates PS and NS.

SUB-PHASE 2.4:
Horizontal markings to stands 290, 291
and 292.

At the end of sub-phase 2.4 western half
of ramp 15 will be totally operative.



HS3 HOT SPOT
See 10-9A for description.



LEBL/BCN

JEPPESEN

BARCELONA, SPAIN

1 JAN 16

10-8B

Eff 7 Jan

EL PRAT

WORKS ON RAMP 15
REFER ALSO TO LATEST NOTAMS

PHASE 3

SUB-PHASE 3.1:

Working area:
- stands 280 thru 286

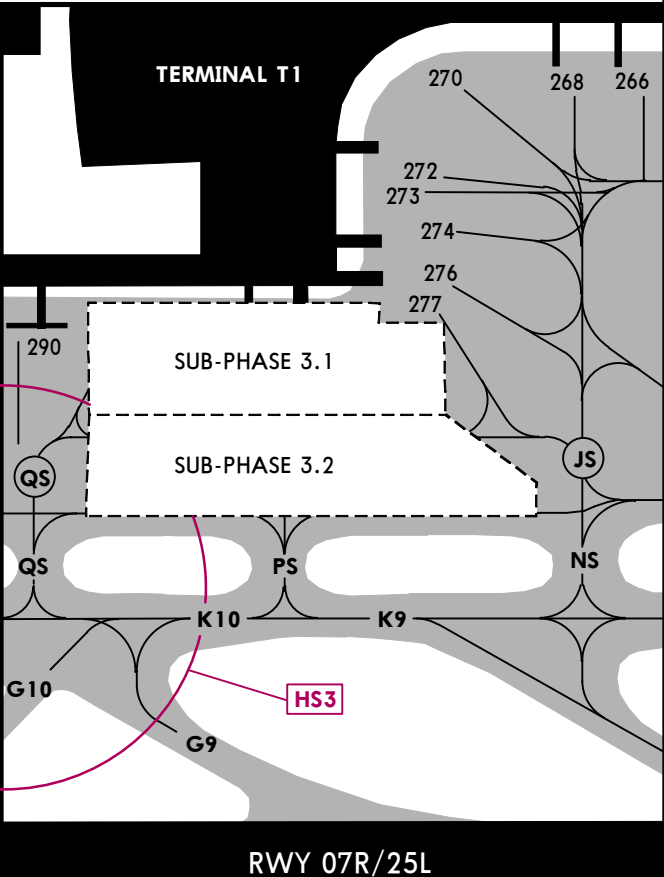
Restrictions on maximum aircraft of
twys Q9 and Q10.

Establishment of new stands 280 thru 288.

SUB-PHASE 3.2:

Closure of twys Q9 and Q10.

At the end of phase 3 Ramp 15 will be
totally operative.
For new layout refer to page 10-8B.



HS3

HOT SPOT



See 10-9A for description.



LEBL/BCN

JEPPESSEN

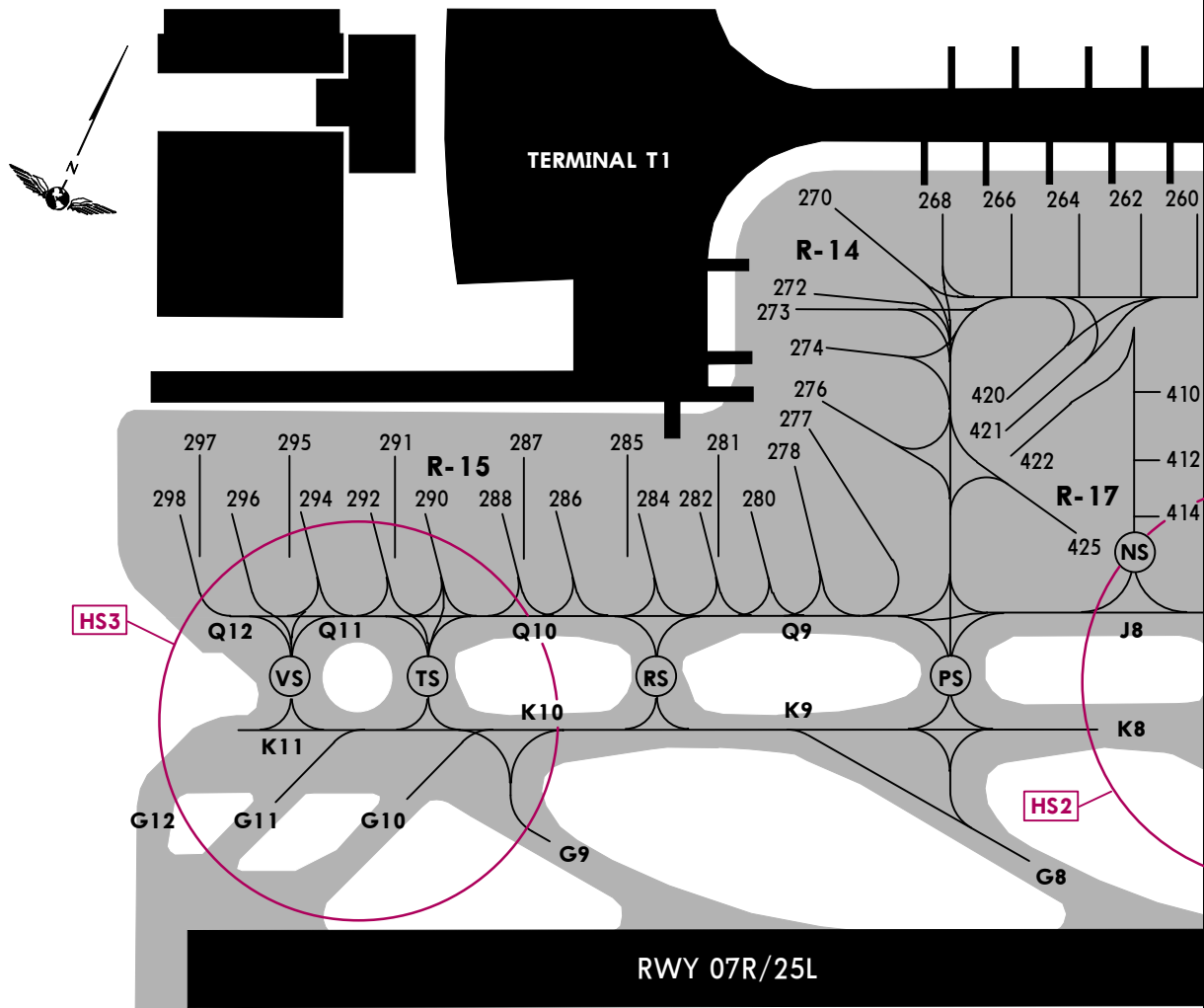
BARCELONA, SPAIN

1 JAN 16 10-8C Eff 7 Jan

EL PRAT

WORKS ON RAMP 15
REFER ALSO TO LATEST NOTAMS

FINAL LAYOUT:



INS COORDINATES

STAND No.	COORDINATES
280 thru 285	N41 17.2 E002 04.6
286 thru 290	N41 17.2 E002 04.5
291, 292	N41 17.2 E002 04.4
294	N41 17.1 E002 04.4
295	N41 17.2 E002 04.4
296	N41 17.1 E002 04.4
297, 298	N41 17.1 E002 04.3

All stands are push-back.

HS3 HOT SPOT
See 10-9A for description.

LEBL/BCN

Apt Elev 14'
N41 17.8 E002 04.7

JEPPESSEN

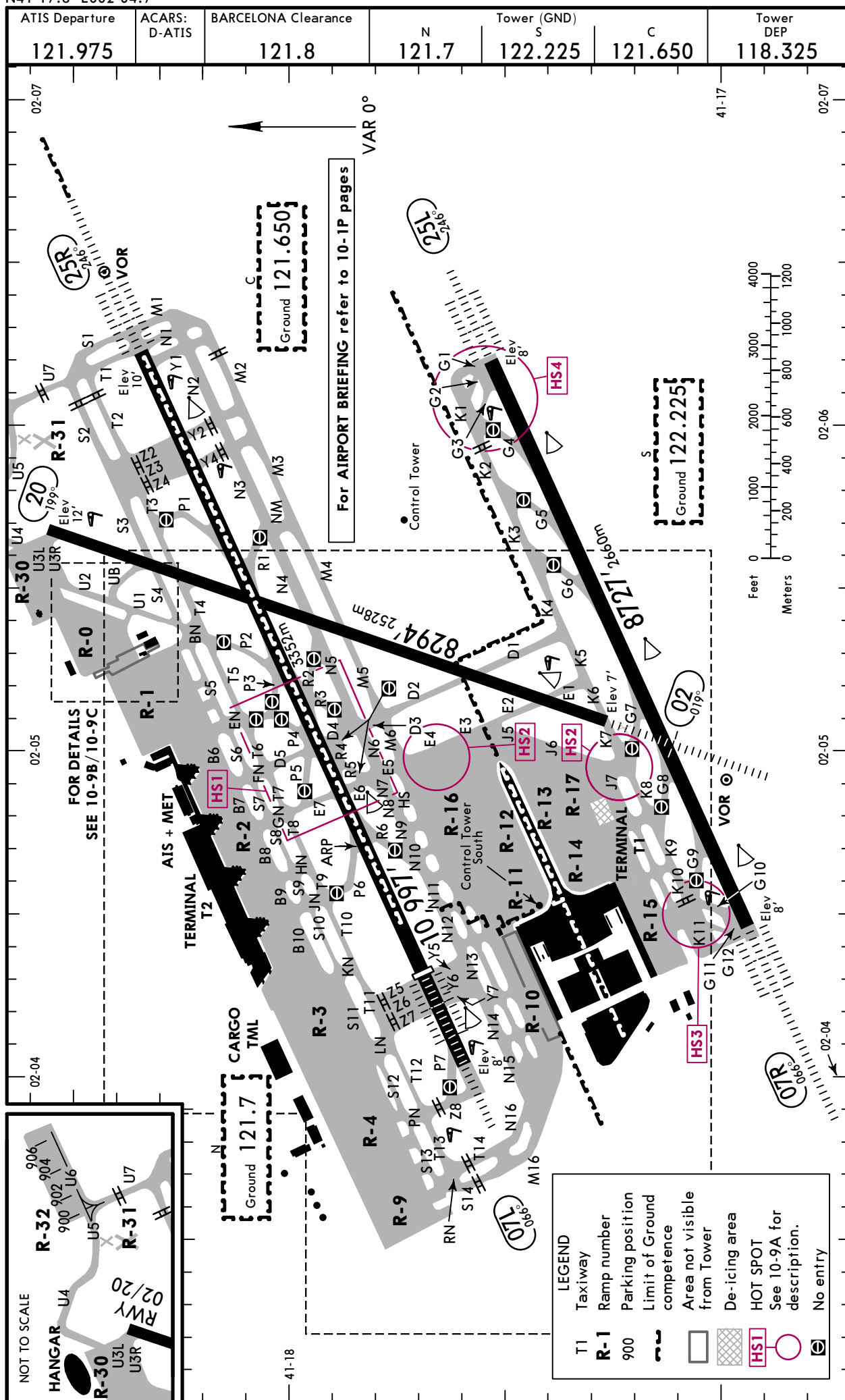
1 JAN 16

10-9

Eff 7 Jan

BARCELONA, SPAIN

EL PRAT



LEBL/BCN



1 JAN 16

10-9A

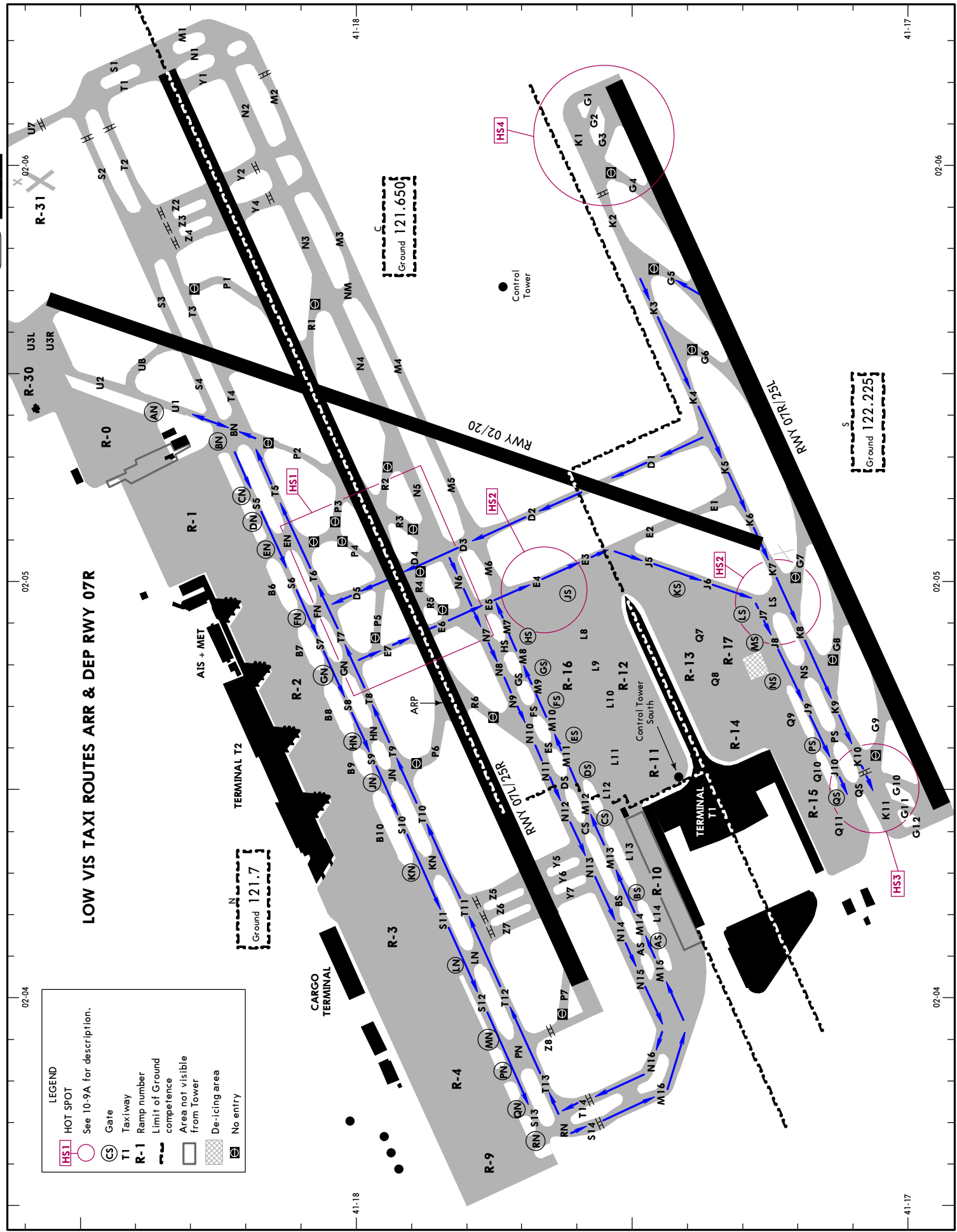
Eff 7 Jan

BARCELONA, SPAIN

EL PRAT

ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS			TAKE-OFF	WIDTH
					LANDING	BEYOND			
					Threshold	Glide Slope			
02	HIRL(50m) CL(15m) HIALS PAPI (3.0°)				RVR	7383' 2250m			148'
20	HIRL(50m) CL(15m)					NA		①	45m
① TAKE-OFF RUN AVAILABLE RWY 20: From rwy head 8294' (2528m) twy UB int 6690' (2039m)									
07L	HIRL (50m) CL (15m) HIALS-II REIL TDZ ② ③				RVR	9587' 2922m	8553' 2607m	⑤	197' 60m
25R	HIRL (50m) CL (15m) HIALS-II TDZ PAPI-L(3.0°) ④				RVR		9964' 3037m		
② PAPI (3.0°) ③ HSTIL: R4, P4, R2, P2 & P1 ④ HSTIL: P3, R3, P5, R5, R6 & P6 ⑤ TAKE-OFF RUN AVAILABLE RWY 07L: From rwy head 10,997' (3352m) twy Y7/Z7 int 9970' (3039m) twy Y6/Z6 int 9751' (2972m) twy Y5/Z5 int 9534' (2906m) RWY 25R: From rwy head 10,997' (3352m) twy Y1 int 10,640' (3243m) twy Y2/Z2 int 9528' (2904m) twy Z3 int 9311' (2838m) twy Y4/Z4 int 9091' (2771m)									
07R	HIRL(50m) CL(15m) HIALS-II TDZ PAPI-R(3.0°) ⑥				RVR		7740' 2359m		197' 60m
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									
Approved Operators HIRL, CL & mult. RVR req		RL, CL & mult. RVR req		RL & CL		RCLM (DAY only) or RL		RCLM (DAY only) or RL	
A									
B		125m		150m		200m		250m	
C								400m	
D		150m		200m		250m		300m	
① Operators applying U.S. Ops Specs: CL required below 300m.									

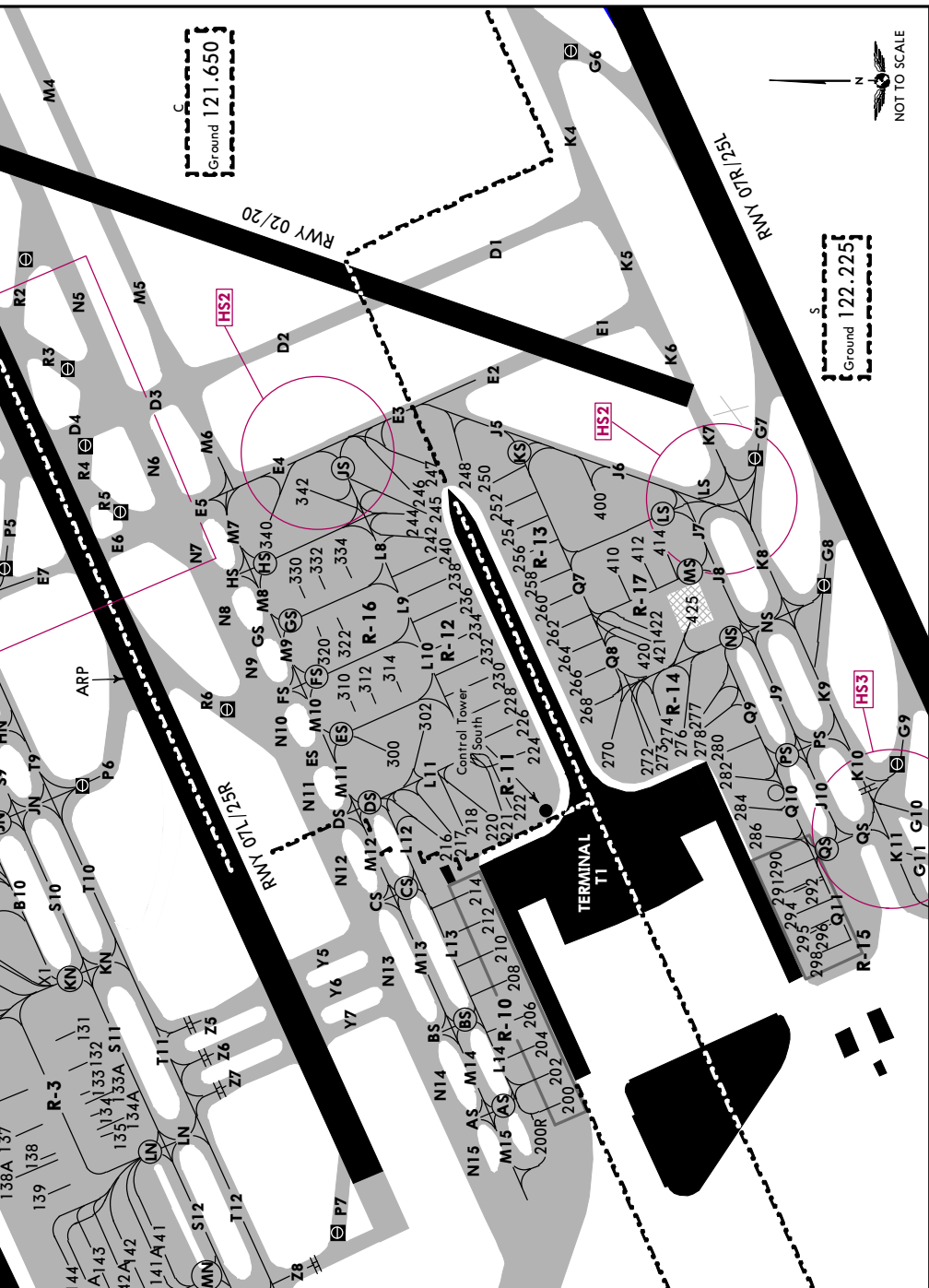
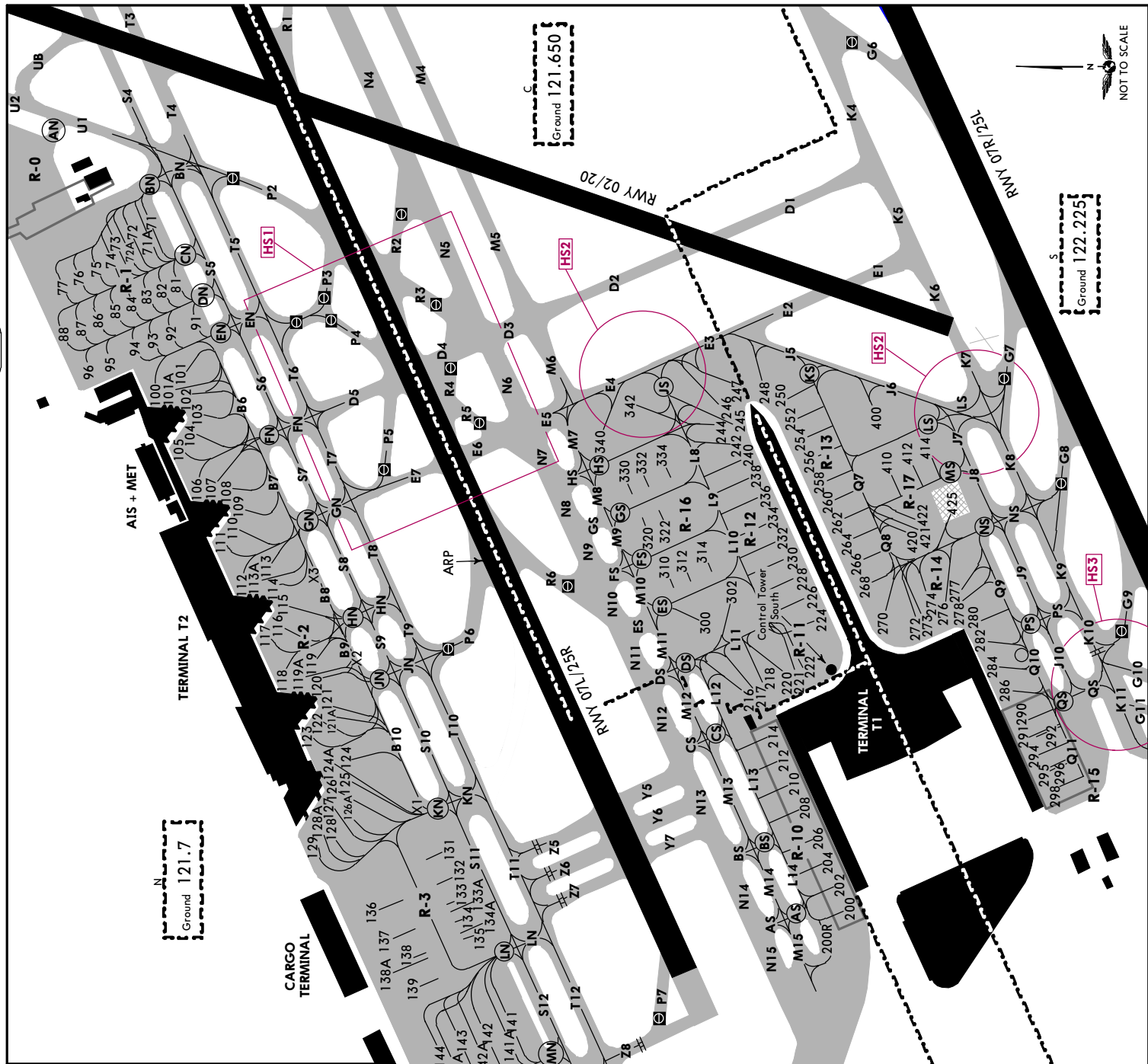












CHANGES: Taxi lines. ATC boundary.

LEBL/BCN

 JEPPESEN

BARCELONA, SPAIN

2 OCT 15 (10-9H) Eff 15 Oct

EL PRAT

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1	N41 18.5 E002 05.5	174, 175	N41 17.8 E002 03.6
2 thru 26	N41 18.5 E002 05.4	181 thru 183	N41 17.7 E002 03.6
31 thru 33	N41 18.4 E002 05.4	184	N41 17.8 E002 03.6
34, 35	N41 18.5 E002 05.4	185	N41 17.8 E002 03.5
36 thru 38	N41 18.5 E002 05.3	200	N41 17.4 E002 04.1
40 thru 43	N41 18.4 E002 05.4	200R	N41 17.5 E002 04.1
44, 44A	N41 18.4 E002 05.3	202, 204	N41 17.4 E002 04.2
45 thru 49	N41 18.5 E002 05.3	206, 208	N41 17.4 E002 04.3
51 thru 55	N41 18.4 E002 05.3	210 thru 214	N41 17.5 E002 04.4
56	N41 18.5 E002 05.3	216 thru 221	N41 17.5 E002 04.5
57	N41 18.5 E002 05.2	222	N41 17.4 E002 04.5
61 thru 63	N41 18.4 E002 05.2	224	N41 17.4 E002 04.6
71, 71A	N41 18.2 E002 05.2	226	N41 17.4 E002 04.7
72 thru 76	N41 18.3 E002 05.2	228 thru 232	N41 17.5 E002 04.7
77	N41 18.4 E002 05.1	234 thru 238	N41 17.5 E002 04.8
81	N41 18.2 E002 05.2	240 thru 246	N41 17.5 E002 04.9
82	N41 18.2 E002 05.1	247, 248, 250	N41 17.5 E002 05.0
83 thru 87	N41 18.3 E002 05.1	252	N41 17.5 E002 04.9
88	N41 18.4 E002 05.1	254, 256	N41 17.4 E002 04.9
91 thru 93	N41 18.2 E002 05.1	258 thru 262	N41 17.4 E002 04.8
94	N41 18.3 E002 05.1	264 thru 268	N41 17.4 E002 04.7
95, 96	N41 18.3 E002 05.0	270 thru 277	N41 17.3 E002 04.6
100 thru 102	N41 18.2 E002 05.0	278 thru 284	N41 17.2 E002 04.6
103 thru 105	N41 18.2 E002 04.9	286	N41 17.2 E002 04.5
106 thru 108	N41 18.2 E002 04.8	290, 291	N41 17.2 E002 04.4
109, 110	N41 18.1 E002 04.8	292, 294 thru 296	N41 17.1 E002 04.4
111	N41 18.2 E002 04.7	298	N41 17.1 E002 04.3
112 thru 114	N41 18.1 E002 04.7	300	N41 17.6 E002 04.6
115 thru 117	N41 18.1 E002 04.6	302	N41 17.5 E002 04.7
118 thru 119A	N41 18.1 E002 04.5	310 thru 314	N41 17.6 E002 04.7
120, 121	N41 18.0 E002 04.5	320, 322	N41 17.6 E002 04.8
121A, 122	N41 18.0 E002 04.4	330	N41 17.7 E002 04.8
123	N41 18.1 E002 04.4	332	N41 17.7 E002 04.9
124 thru 125	N41 18.0 E002 04.4	334	N41 17.6 E002 04.9
126 thru 129	N41 18.0 E002 04.3	340	N41 17.7 E002 04.9
131, 132	N41 17.9 E002 04.2	342	N41 17.7 E002 05.0
133 thru 135	N41 17.9 E002 04.1	400 thru 414	N41 17.3 E002 04.9
136, 137	N41 18.0 E002 04.1	420 thru 422, 425	N41 17.3 E002 04.8
138	N41 17.9 E002 04.0	900	N41 18.7 E002 06.0
138A	N41 18.0 E002 04.0	902	N41 18.7 E002 06.1
139 thru 143	N41 17.9 E002 04.0	904	N41 18.7 E002 06.2
143A, 144	N41 18.0 E002 04.0	906	N41 18.8 E002 06.2
151	N41 17.8 E002 03.8	X1	N41 17.9 E002 04.3
151A	N41 17.8 E002 03.9	X2	N41 18.0 E002 04.6
152 thru 155	N41 17.8 E002 03.8	X3	N41 18.1 E002 04.7
155A thru 157A	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		

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:

- Two alphanumeric presentation line of 5 characters compounded of yellow indicators, which can indicate the following information:
UTC time, stand number, start docking or waiting situation ("WAIT"), aircraft type, the remaining distance to the stop position (in meters), stop position ("STOP"), aircraft parked in the correct position ("OK"), aircraft verification failure (message 1: "ID"; message 2: "FAIL"), gate block (message 1: "GATE"; message 2: "BLOCK"), blocked view (message 1: "VIEW"; message 2: "BLOCK"), excessive speed during approach ("SLOW DOWN"), chocks on ("CHOCK ON"), stop position exceeded ("TOO FAR"), slowing down due to bad weather conditions or aircraft lost during the docking ("SLOW"), too fast ("TOO FAST"), SBU stop ("SBU").
- Azimuth guidance display (centerline and arrows pointing the way to get centered, yellow and red), as well as red lights when stop aircraft is indicated.
- Distance indicators to the stop position compounded of yellow and black lines located in a centered vertical column (approach index) finished with a smaller and narrow centered vertical column.

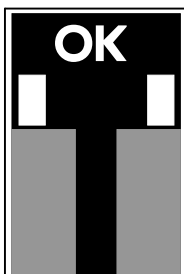
DISPLAY UNIT OF TERMINAL 2

Consists of:

- One alphanumeric presentation line of 4 characters compounded of yellow indicators, which can indicate the following information:
Aircraft type, stand position ("STND"), stop position ("STOP"), aircraft parked in the correct position ("OK"), stop position exceeded ("TOO FAR") and excessive speed during approach ("SLOW DOWN").
- Azimuth guidance display (centerline and arrows pointing the way to get centred), as well as red bars when stop aircraft is indicated.
- Distance indicators to the stop position compounded of yellow lines arranged in a centred vertical column.

PILOT INSTRUCTIONS

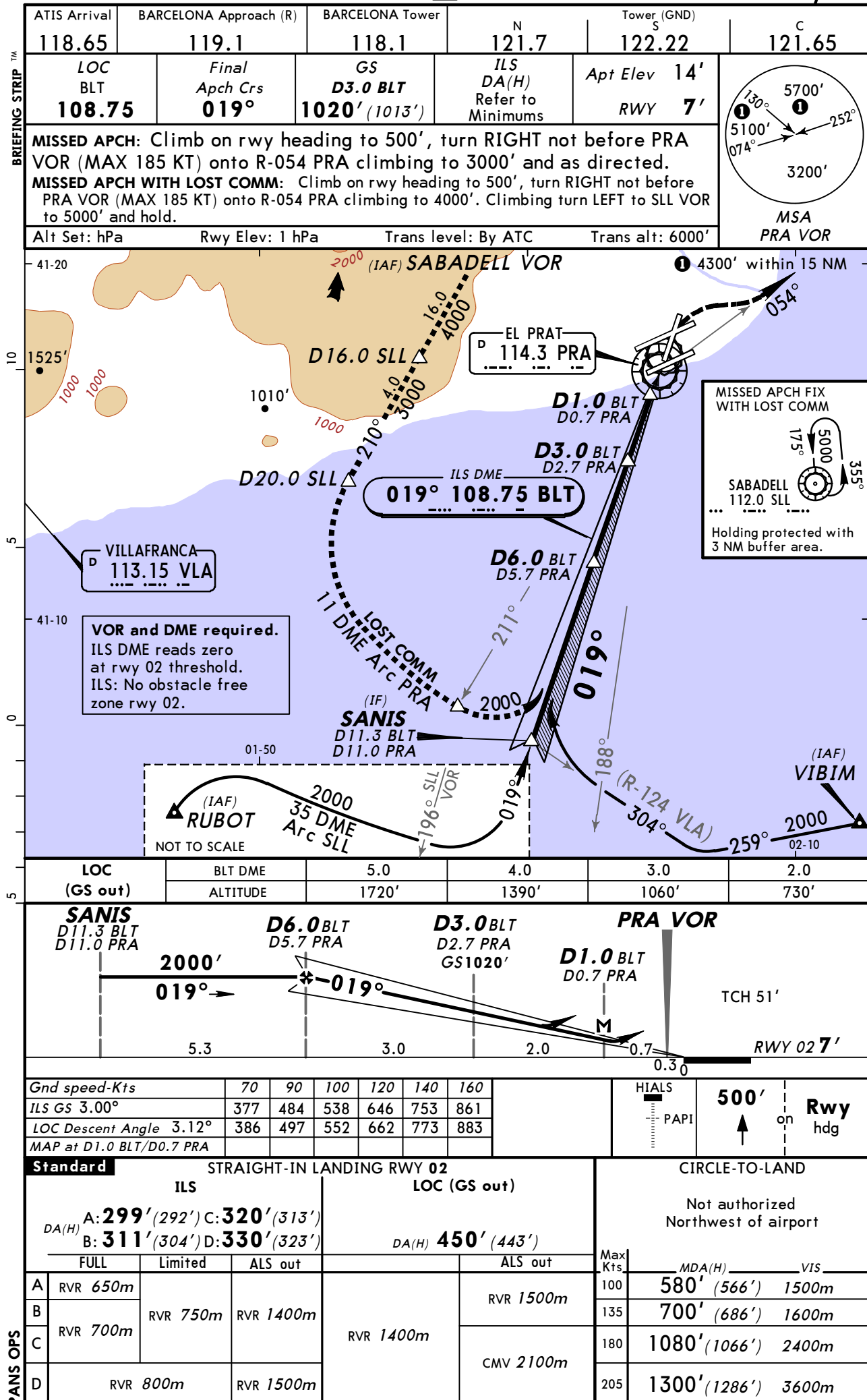
- Check that the indicated aircraft type is the appropriate.
- Taxi aligned with centerline observing centerline guidance.
- Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
- Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicate the turn direction.
- If the aircraft speed exceeds the scheduled speed, the unit display indicates "SLOW DOWN" and the taxiing speed must be reduced.
- 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 remaining distances to the stop position (each line indicates 2'/0.5m (TERMINAL 1) and 2'/0.66m (TERMINAL 2) covered).
- At the stop position, the distance indicator shows completely black and "STOP" will appear in the upper presentation line.



LEBL/BCN
EL PRAT

JEPPESSEN
19 APR 13 **(11-1)** **Eff 2 May**

BARCELONA, SPAIN
ILS or LOC Rwy 02



LEBL/BCN
EL PRAT

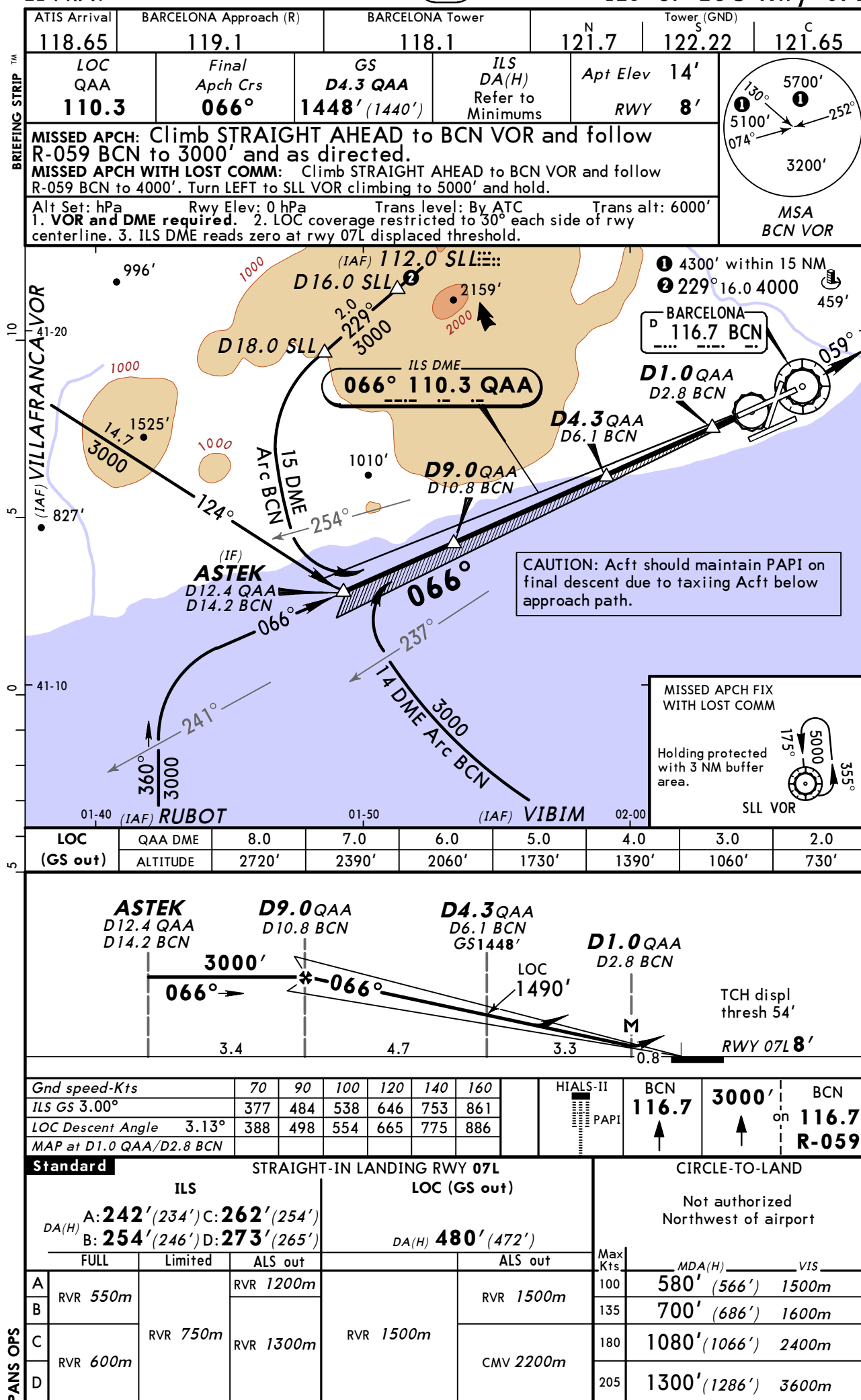
JEPPESSEN

BARCELONA, SPAIN

19 APR 13 **(11-2)**

Eff 2 May

ILS or LOC Rwy 07L

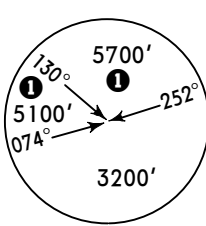


LEBL/BCN
EL PRAT

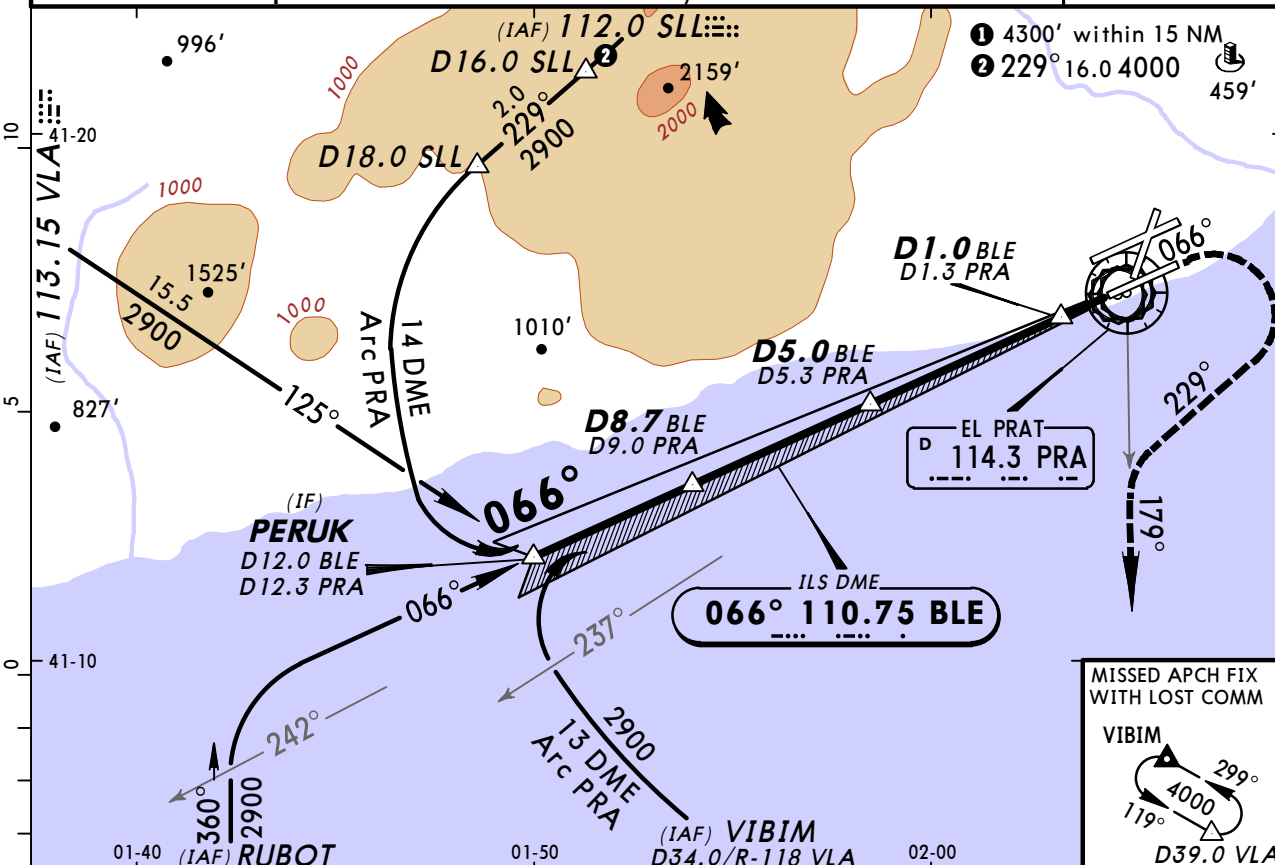
JEPPesen
28 SEP 12 **(11-3)**

BARCELONA, SPAIN
ILS or LOC Rwy 07R

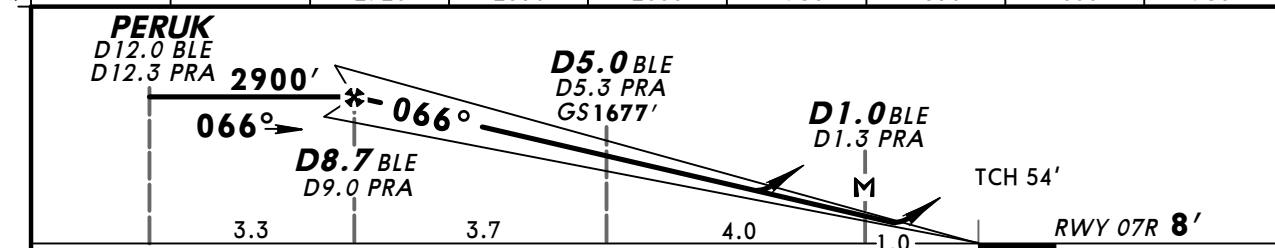
BRIEFING STRIP™

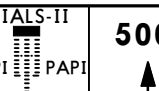
ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82	SC 121.65
LOC BLE 110.75	Final Apch Crs 066°	GS D5.0 BLE 1677' (1669')	ILS DA(H) Refer to Minimums	Apt Elev 14' RWY 8'		
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° 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



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



Gnd speed-Kts	70	90	100	120	140	160		
ILS GS 3.00°	377	484	538	646	753	861		
LOC Descent Angle 3.13°	388	498	554	665	775	886		
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')		DA(H) 500' (492')					
B: 264' (256') D: 282' (274')							
FULL		Limited	ALS out	ALS out		Max Kts	MDA(H) VIS
A	RVR 550m	RVR 750m	RVR 1300m	RVR 1500m	RVR 1500m	100	580' (566') 1500m
B	RVR 600m				CMV 2300m	135	700' (686') 1600m
C						180	1080' (1066') 2400m
D						205	1300' (1286') 3600m

CHANGES: Apt name. Minimums.

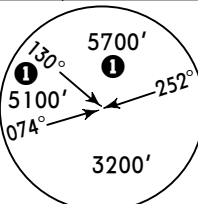
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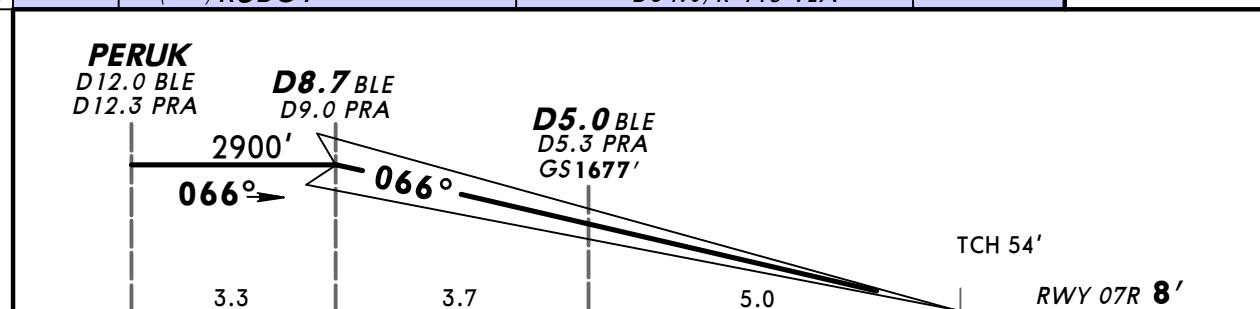
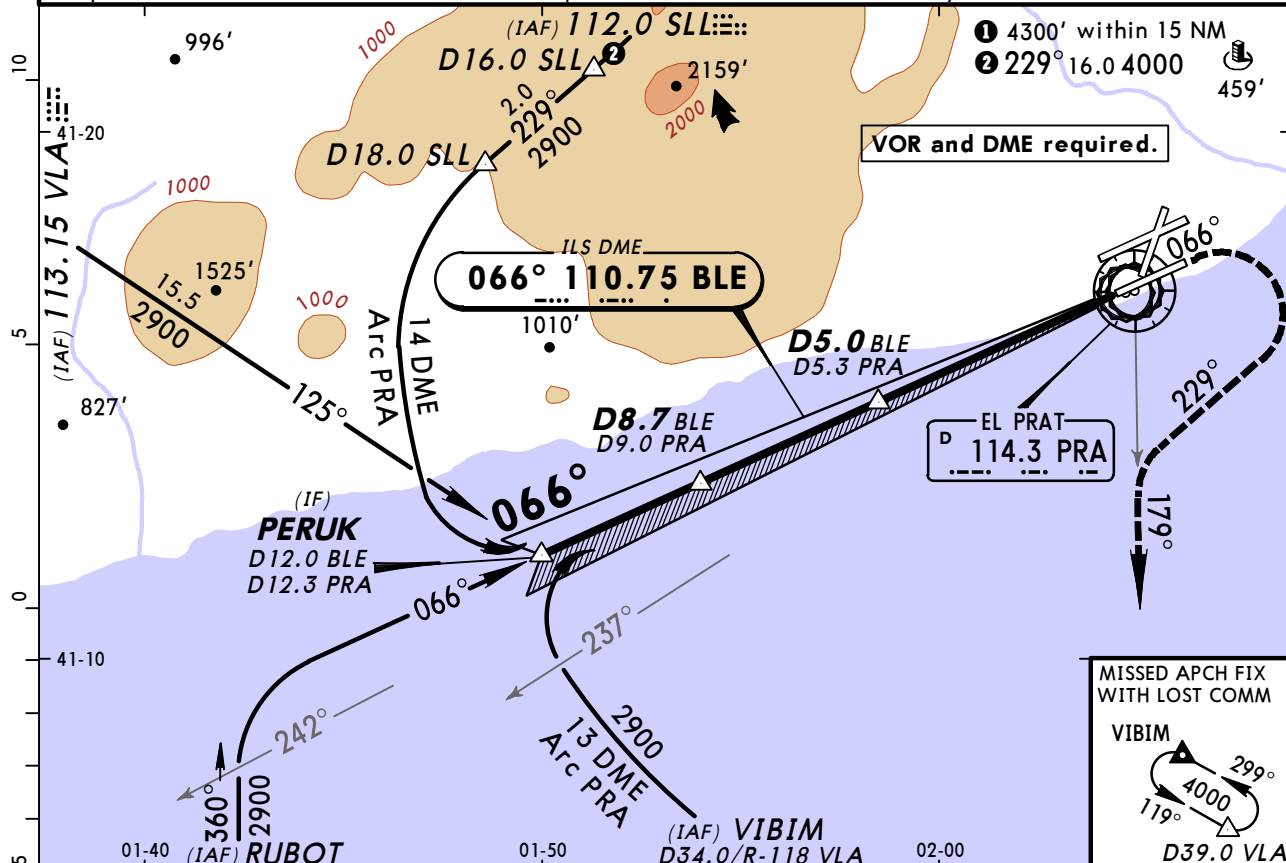
LEBL/BCN
EL PRAT

JEPPESSEN
28 SEP 12 **(11-3A)**

BARCELONA, SPAIN
CAT II/III ILS Rwy 07R

BRIEFING STRIP™

ATIS Arrival		BARCELONA Approach (R)		BARCELONA Tower		Tower (GND)			
118.65		119.1		118.1		N 121.7	SS 122.22	SN 122.82	SC 121.65
LOC BLE 110.75		Final Apch Crs 066°		GS D5.0 BLE 1677' (1669')		CAT II & IIIA ILS 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 onto to D39.0 VLA climbing to 4000' and hold at VIBIM.								 MSA PRA VOR	
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000' 1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 07R threshold.									



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI PAPI 500' on 066°
GS	3.00°	377	484	538	646	753	

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

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

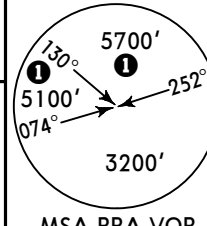
CHANGES: Apt name. Communications. Minimums.

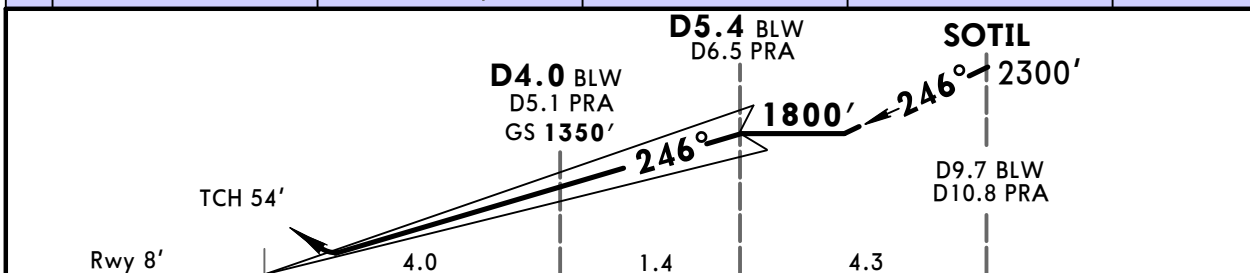
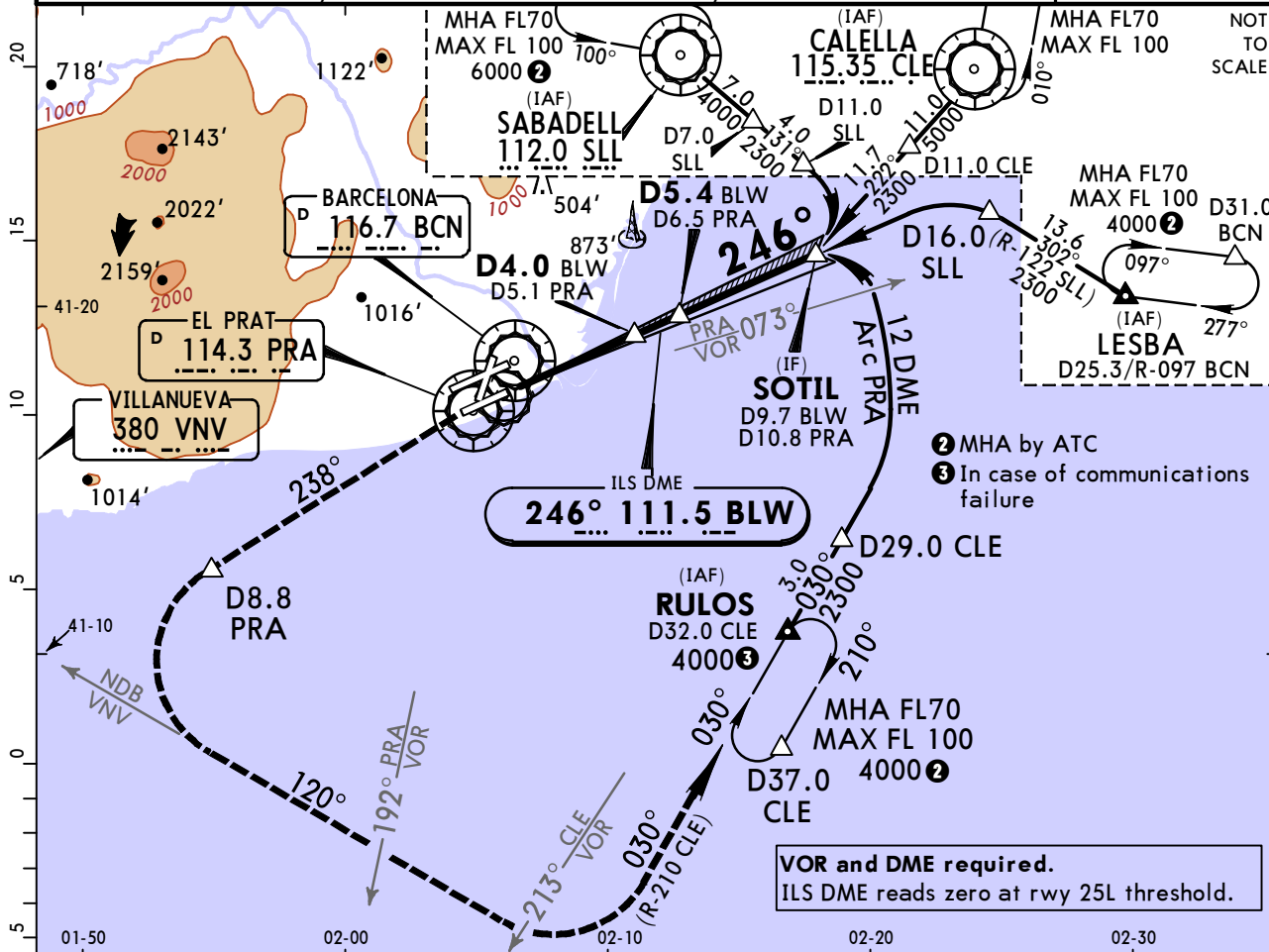
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LEBL/BCN
EL PRAT

JEPPESEN
17 APR 15 **11-4** **Eff 30 Apr**

BARCELONA, SPAIN
ILS Rwy 25L

D-ATIS Arrival 118.650	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1	Tower (GND) 121.7	122.225	121.650
LOC BLW 111.5	Final Aptch Crs 246°	GS D4.0 BLW 1350' (1342')	ILS DA(H) 208' (200')	Apt Elev 14'	Rwy 8'
MISSED APCH: Climb to 500' then turn LEFT (MAX 185 KT) to follow R-238 PRA. At D8.8 PRA turn LEFT to intercept and follow 120° from VNV NDB. Maintain 1500' until crossing R-192 PRA, then climb to 3000' and contact ATC. MISSED APCH WITH LOST COMM: Climb to 500' then turn LEFT (MAX 185 KT) to follow R-238 PRA. At D8.8 PRA turn LEFT to intercept and follow 120° from VNV NDB. Maintain 1500' until crossing R-192 PRA. At R-213 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000' and hold.					 MSA PRA VOR 1 4300' within 15 NM
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'		



Gnd speed-Kts	70	90	100	120	140	160			
GS	3.00°	372	478	531	637	743	849		

Standard				STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND Not authorized Northwest of airport			
				DA(H) 208' (200')							
FULL/Limited				ALS out							
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

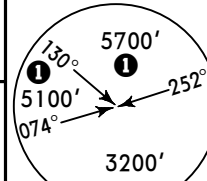
CHANGES: Procedure. LOC procedure transferred to 11-5.

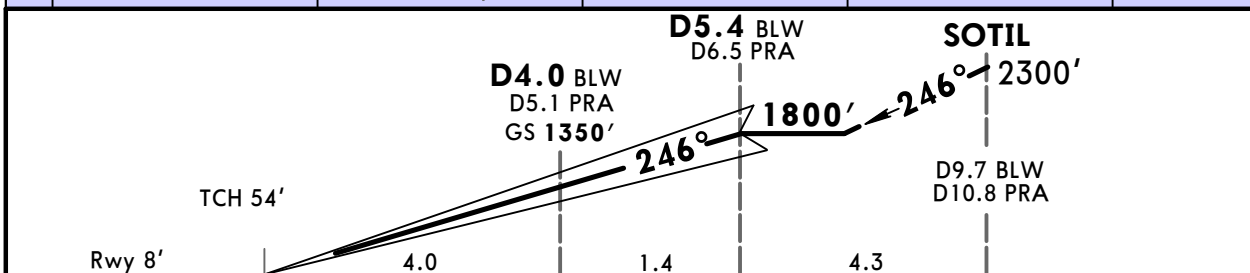
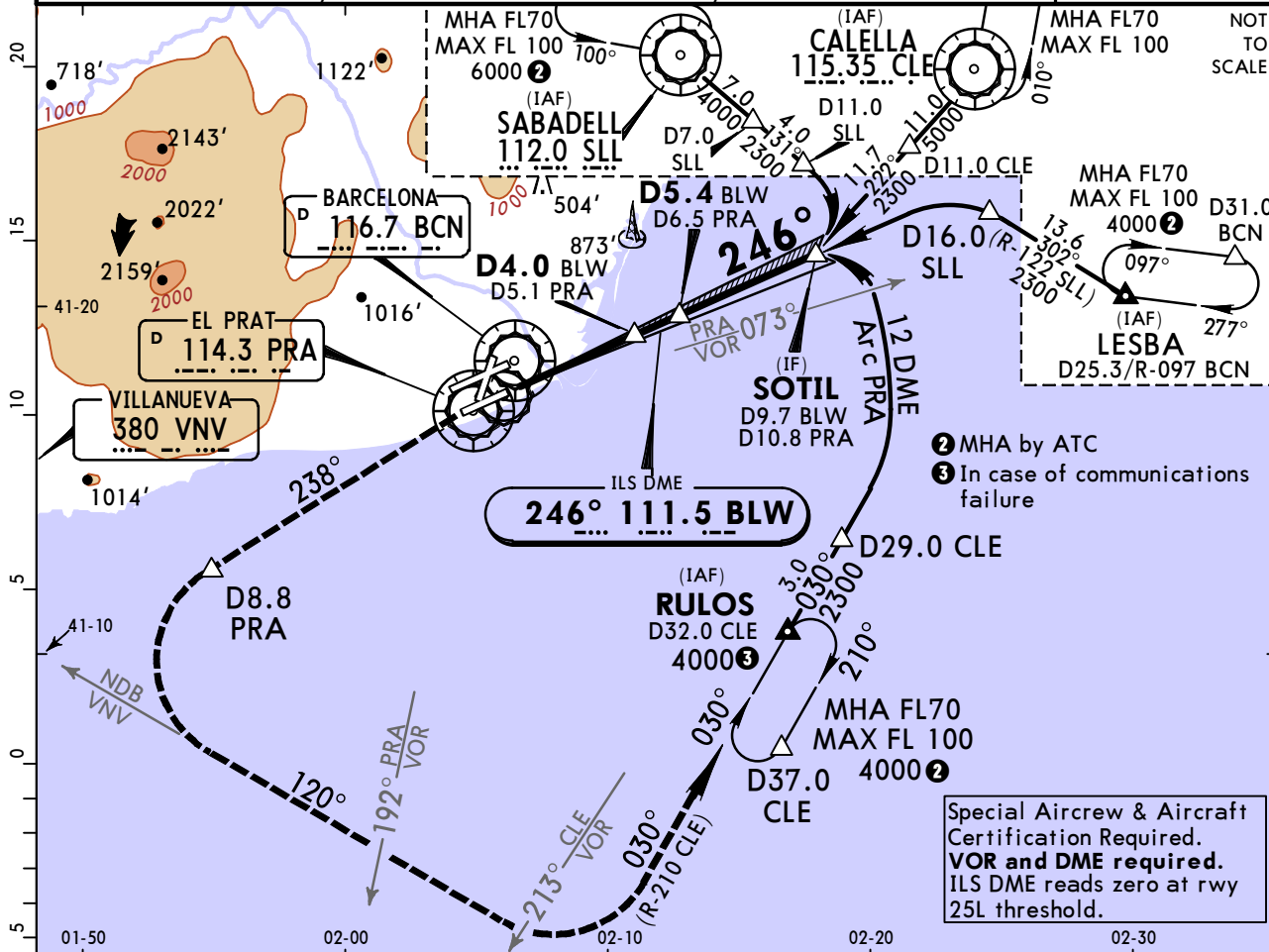
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LEBL/BCN
EL PRAT

JEPPESEN
17 APR 15
Eff 30 Apr 11-4A

BARCELONA, SPAIN
CAT II/III ILS Rwy 25L

D-ATIS Arrival 118.650	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1	Tower (GND) 121.7	122.225	121.650
LOC BLW 111.5	Final Apch Crs 246°	GS D4.0 BLW 1350' (1342')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14'	Rwy 8'
MISSED APCH: Climb to 500' then turn LEFT (MAX 185 KT) to follow R-238 PRA. At D8.8 PRA turn LEFT to intercept and follow 120° from VNV NDB. Maintain 1500' until crossing R-192 PRA, then climb to 3000' and contact ATC. MISSED APCH WITH LOST COMM: Climb to 500' then turn LEFT (MAX 185 KT) to follow R-238 PRA. At D8.8 PRA turn LEFT to intercept and follow 120° from VNV NDB. Maintain 1500' until crossing R-192 PRA. At R-213 CLE turn LEFT to intercept and follow R-210 CLE direct to RULOS climbing to 4000' and hold.					 MSA PRA VOR 1 4300' within 15 NM
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000'		



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		500'	Rwy
GS	3.00°	372	478	531	637	743	PAPI		on	hdg

STRAIGHT-IN LANDING RWY 25L			
CAT IIIA ILS	AB	C	D
RA 104'	RA 104'	RA 112'	RA 127'
DA(H) 108' (100')	DA(H) 108' (108')	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.

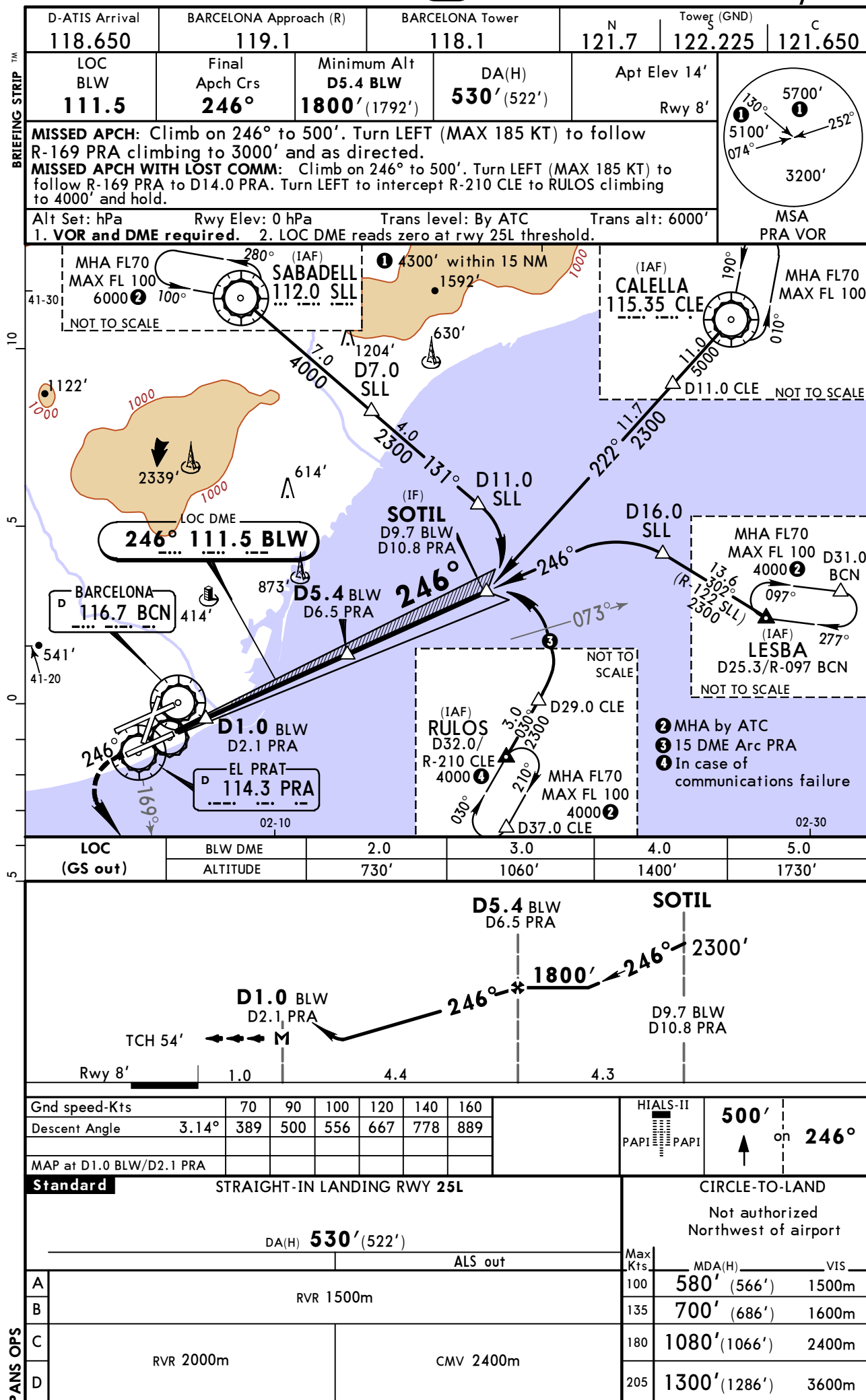
CHANGES: Procedure.

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LEBL/BCN
EL PRAT

JEPPESSEN
17 APR 15 **(11-5)** **Eff 30 Apr**

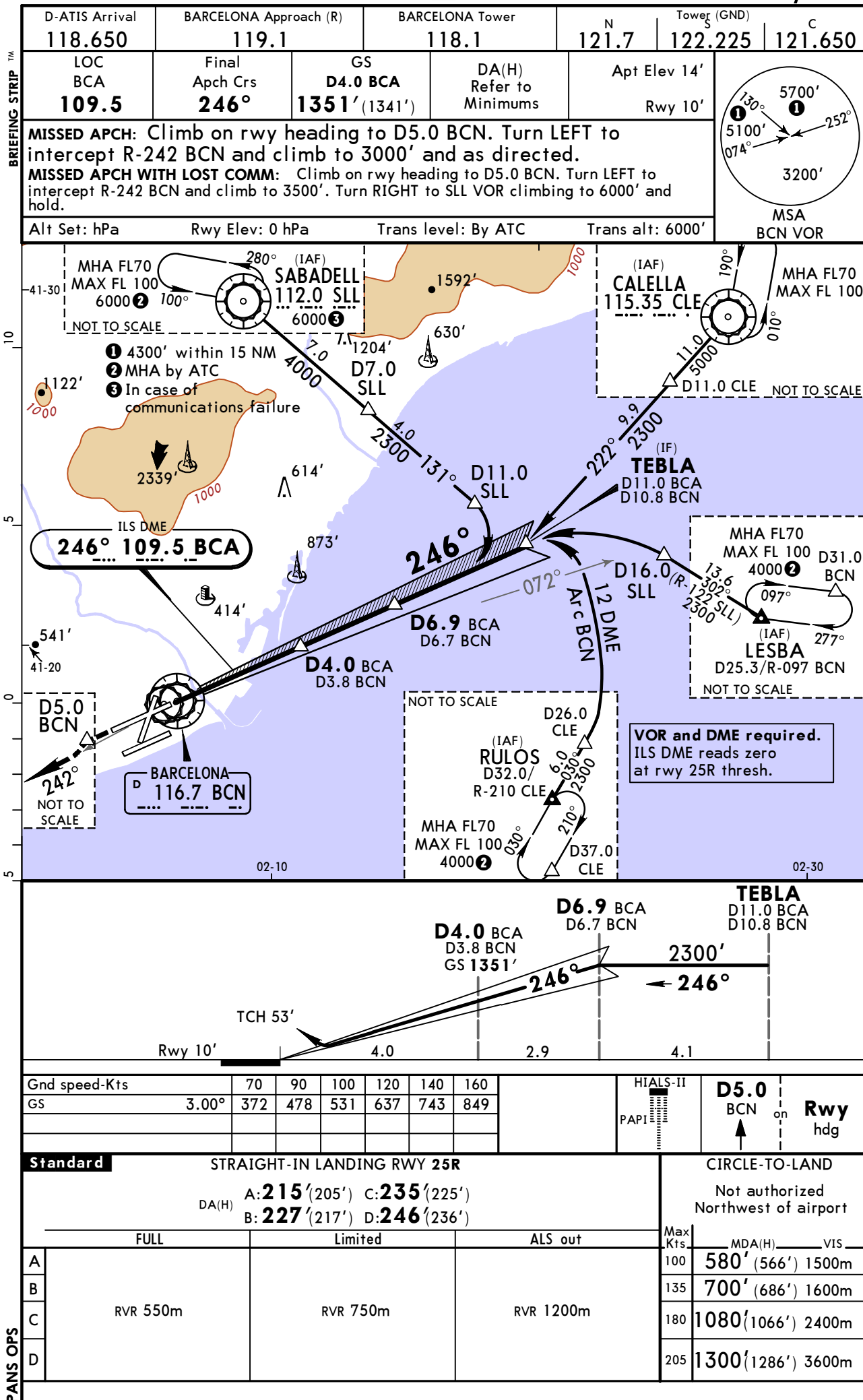
BARCELONA, SPAIN
LOC Rwy 25L



LEBL/BCN
EL PRAT

JEPPESSEN
17 APR 15 11-6 Eff 30 Apr

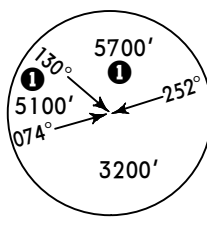
BARCELONA, SPAIN
ILS Rwy 25R



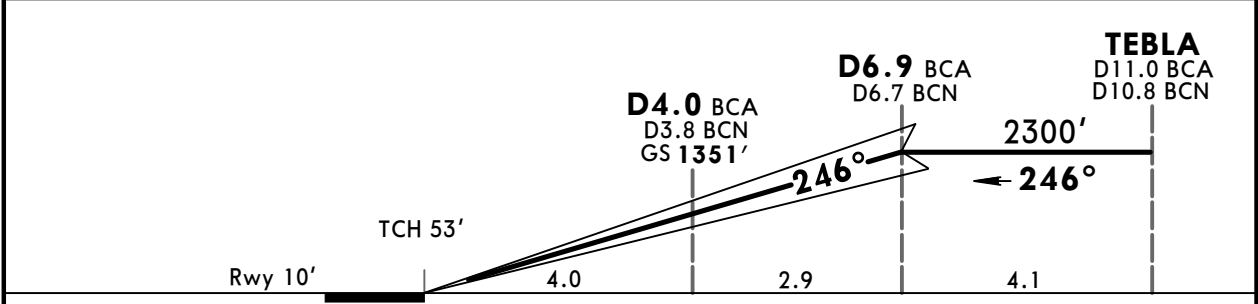
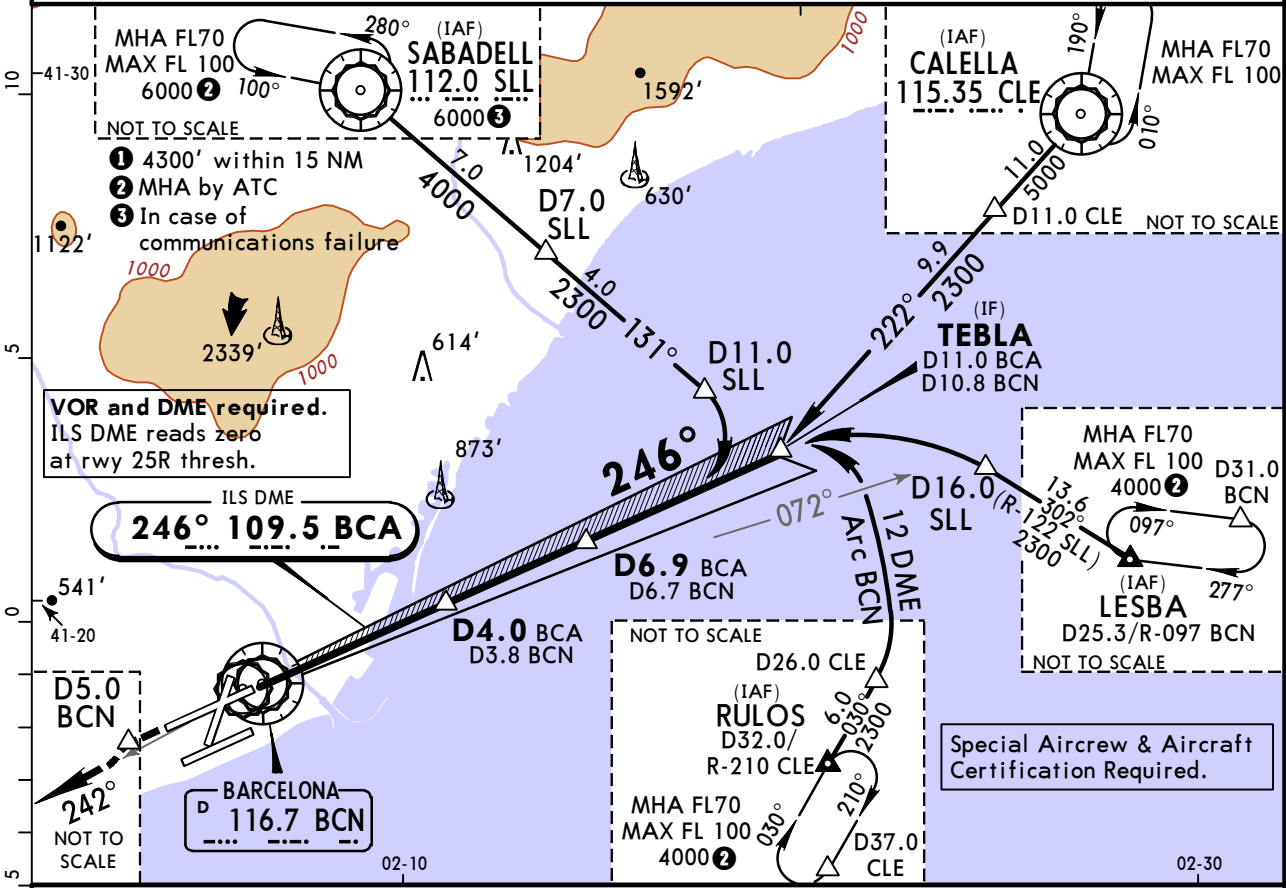
LEBL/BCN
EL PRAT

JEPPESEN
17 APR 15
Eff 30 Apr 11-6A

BARCELONA, SPAIN
CAT II/III ILS Rwy 25R

D-ATIS Arrival 118.650	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1	Tower (GND) 121.7	122.225	121.650
LOC BCA 109.5	Final Apch Crs 246°	GS D4.0 BCA 1351' (1341')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 14' Rwy 10'	
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.					MSA BCN VOR

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



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

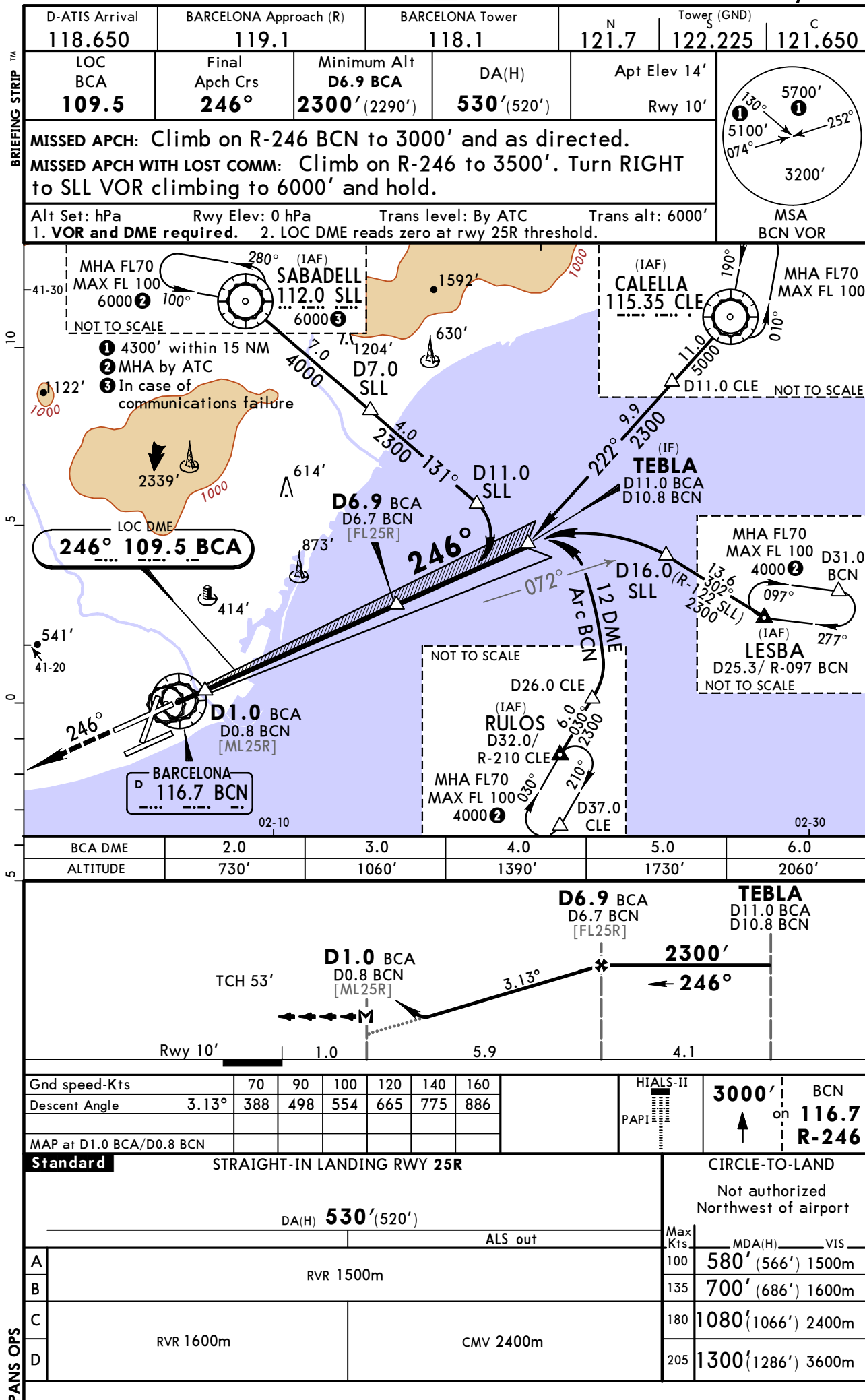
Standard CAT IIIA ILS	STRAIGHT-IN LANDING RWY 25R CAT II ILS			
	A RA 102' DA(H) 110' (100')	B RA 116' DA(H) 124' (114')	C RA 127' DA(H) 135' (125')	D RA 143' DA(H) 150' (140')
RVR 200m	RVR 300m I		RVR 400m	

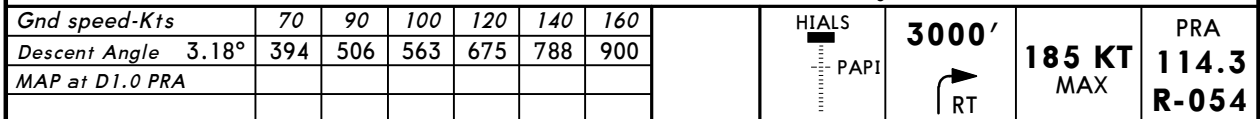
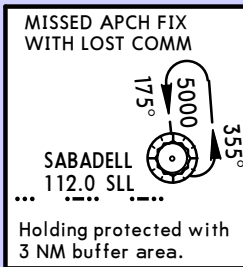
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LEBL/BCN
EL PRAT

JEPPESSEN
17 APR 15 11-7 Eff 30 Apr

BARCELONA, SPAIN
LOC Rwy 25R





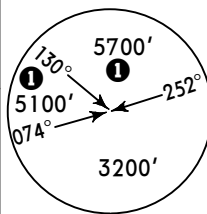
PANS OPS

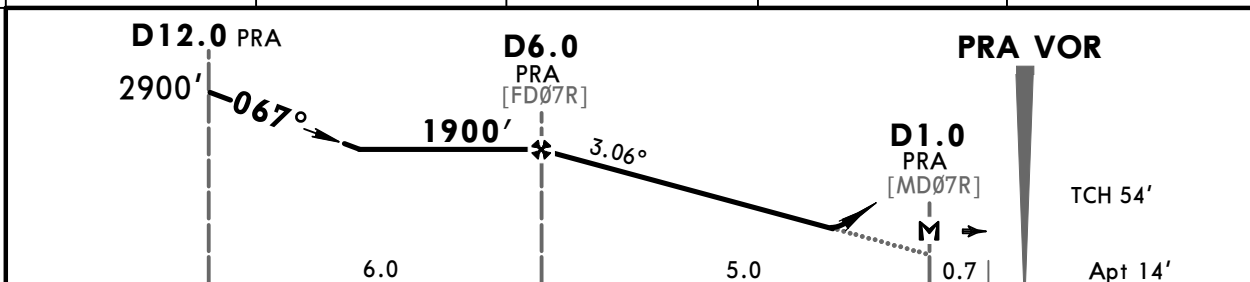
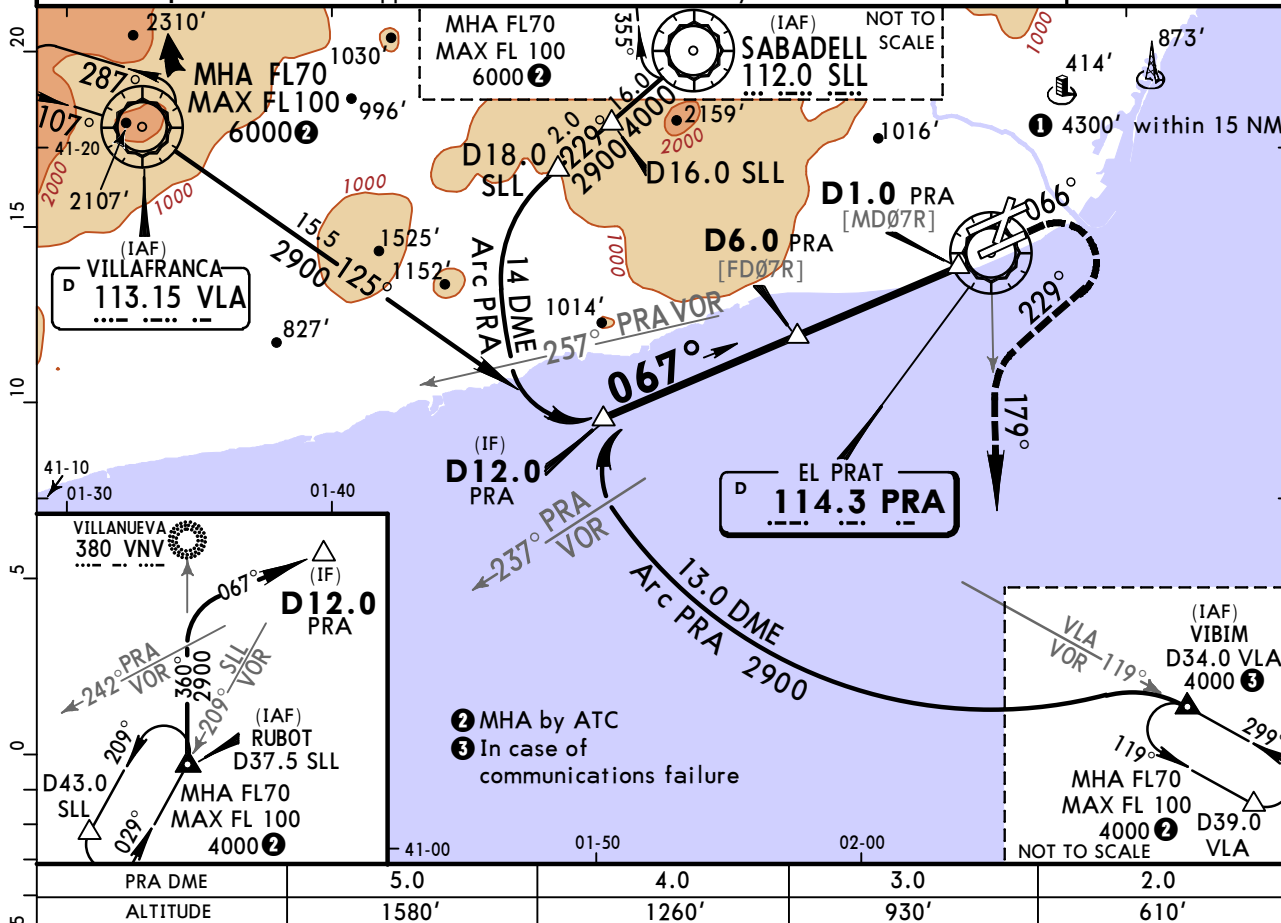
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LEBL/BCN
EL PRAT

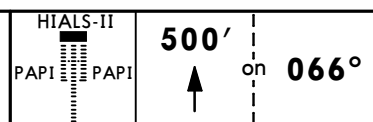
JEPPESSEN
17 APR 15 **(13-3)** **Eff 30 Apr**

BARCELONA, SPAIN
VOR Rwy 07R

D-ATIS Arrival 118.650	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1	Tower (GND) 121.7	122.225	121.650
VOR PRA 114.3	Final Aptch Crs 067°	Minimum Alt D6.0 PRA 1900' (1886')	DA(H) 440' (426')	Apt Elev 14'	
MISSED APCH: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM. Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000' 1. DME required. 2. Final approach track offset 1° from rwy centerline.					



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758
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)
			RVR 1500m		100	580' (566')
			RVR 1300m		135	700' (686')
			RVR 2000m		180	1080' (1066')
					205	1300' (1286')
						VIS
						1500m
						1600m
						2400m
						3600m

CHANGES: Procedure. Recommended altitudes. Descent angle.

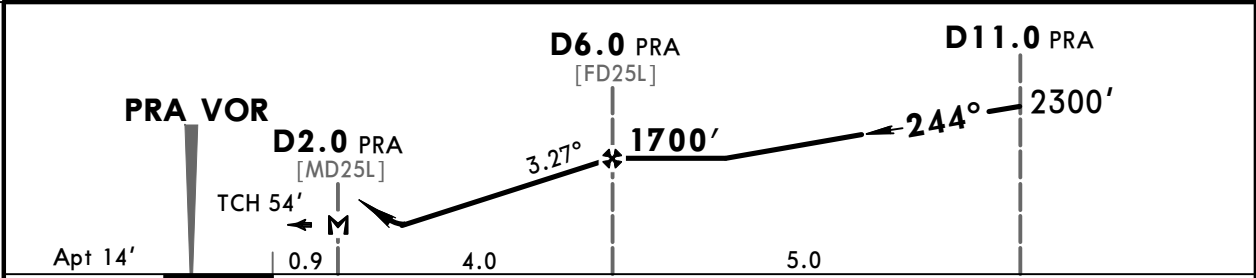
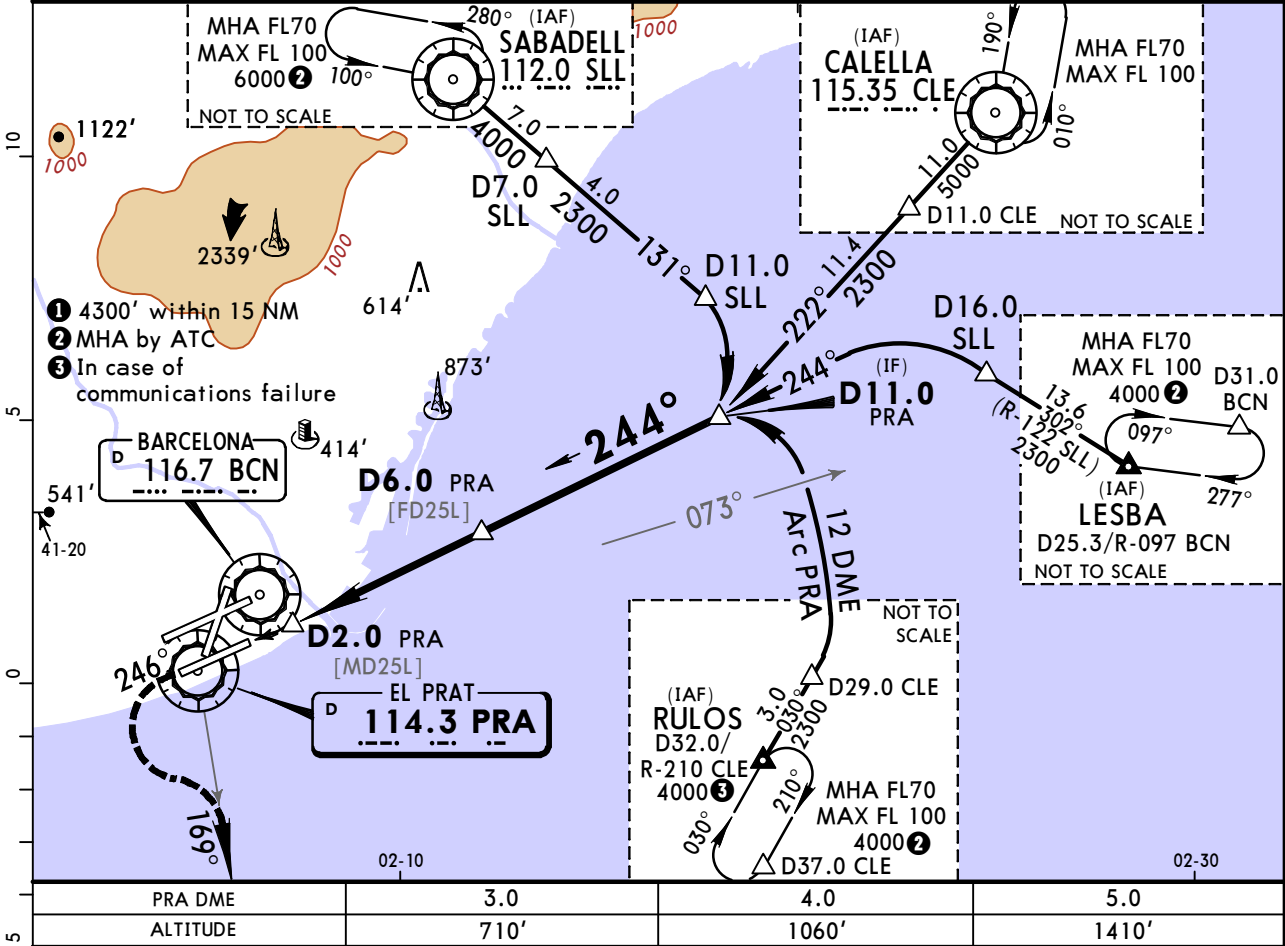
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LEBL/BCN
EL PRAT

JEPPESSEN
17 APR 15 13-4 Eff 30 Apr

BARCELONA, SPAIN
VOR Rwy 25L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)	
118.650	119.1	118.1	121.7	122.225 121.650
VOR PRA	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 14'
114.3	244°	D6.0 PRA 1700' (1686')	530' (516')	
MISSED APCH: Climb on 246° to 600'. 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 600'. 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'				MSA PRA VOR
1. DME required. 2. Final approach track offset 2° from rwy centerline.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Descent Angle	3.27°	405	521	579	694	810	926	600' on 246°
MAP at D2.0 PRA								

Standard STRAIGHT-IN LANDING RWY 25L				CIRCLE-TO-LAND			
DA(H) 530' (516')				Not authorized Northwest of airport			
ALS out				Max Kts	MDA(H)	VIS	
RVR 1500m				100	580' (566')	1500m	
				135	700' (686')	1600m	
RVR 1900m				180	1080' (1066')	2400m	
CMV 2400m				205	1300' (1286')	3600m	

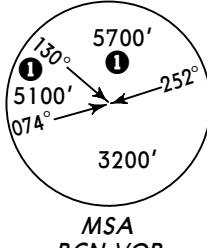
CHANGES: Missed apch. Procedure.

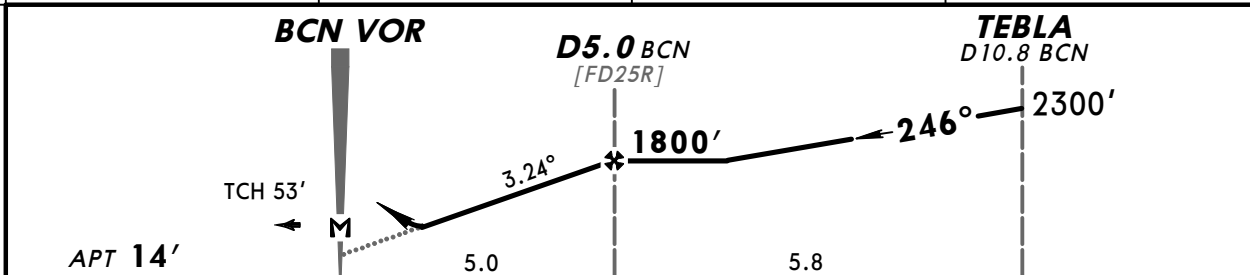
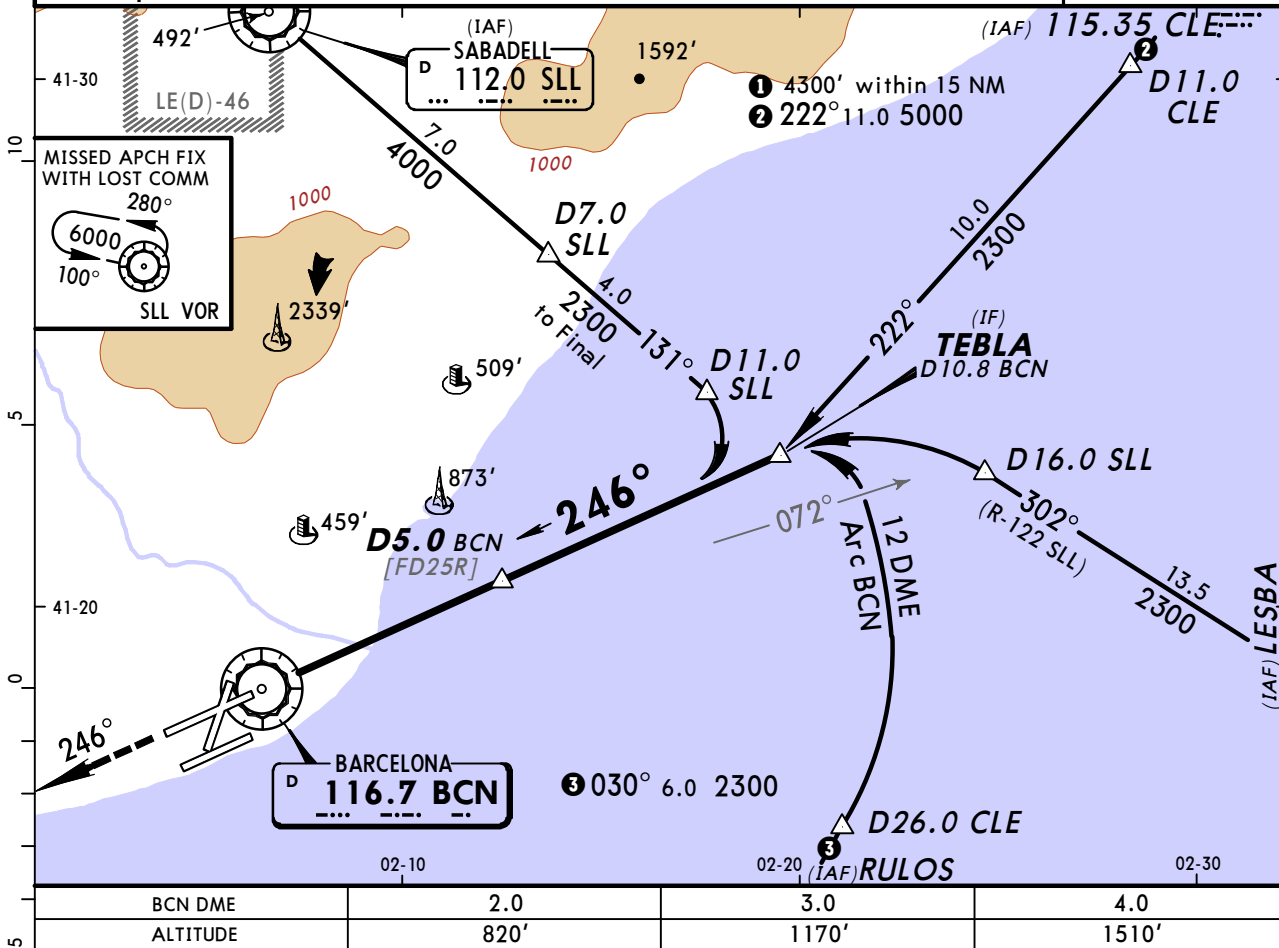
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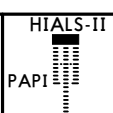
LEBL/BCN
EL PRAT

JEPPESSEN
28 SEP 12 (13-5)

BARCELONA, SPAIN
VOR Rwy 25R

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)			
118.65	119.1	118.1	N 121.7	SS 122.22	SN 122.82	SC 121.65
VOR BCN 116.7	Final Aptch Crs 246°	Minimum Alt D5.0 BCN 1800' (1786')	DA(H) 540' (526')	Apt Elev 14'		
MISSED APCH: Climb on R-246 BCN to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on R-246 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.						
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'			
DME required.						MSA BCN VOR



Gnd speed-Kts	70	90	100	120	140	160		3000' on 116.7 R-246
Descent Angle	3.24°	401	516	573	688	803		
MAP at BCN VOR								

Standard				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 25R				Not authorized Northwest of airport			
DA(H) 540' (526')				Max Kts			
ALS out				MDA(H)			
RVR 1500m				100	580' (566')	1500m	
RVR 1700m				135	700' (686')	1600m	
CMV 2400m				180	1080' (1066')	2400m	
				205	1300' (1286')	3600m	

Chart changes since cycle 26-2015

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BARCELONA, (EL PRAT - LEBL)				
REV	AIRPORT BRIEFING (GEN)	10-1P	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P1	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P10	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P11	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P12	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (DEP CON...	10-1P13	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P4	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (GEN CON...	10-1P5	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (ARR)	10-1P6	01 Jan 2016	07 Jan 2016
REV	AIRPORT BRIEFING (ARR CON...	10-1P7	01 Jan 2016	07 Jan 2016
ADD	WORKS ON RAMP 15 (TEMP)	10-8	01 Jan 2016	07 Jan 2016
ADD	WORKS ON RAMP 15 (TEMP) (...)	10-8A	01 Jan 2016	07 Jan 2016
ADD	WORKS ON RAMP 15 (TEMP) (...)	10-8B	01 Jan 2016	07 Jan 2016
ADD	WORKS ON RAMP 15 (TEMP) (...)	10-8C	01 Jan 2016	07 Jan 2016
REV	AIRPORT	10-9	01 Jan 2016	07 Jan 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	01 Jan 2016	07 Jan 2016
REV	TAXIING	10-9B	01 Jan 2016	07 Jan 2016
REV	LOW VIS TAXI ROUTES ARR &...	10-9C	01 Jan 2016	07 Jan 2016
REV	LOW VIS TAXI ROUTES ARR &...	10-9D	01 Jan 2016	07 Jan 2016
REV	LOW VIS TAXI ROUTES ARR R...	10-9E	01 Jan 2016	07 Jan 2016
REV	LOW VIS TAXI ROUTES ARR &...	10-9F	01 Jan 2016	07 Jan 2016
REV	PARKING STANDS	10-9G	01 Jan 2016	07 Jan 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEBL

Type: Terminal

Effectivity: Temporary

Begin Date: 20160107

End Date: 20160915

Works on Ramp 15. For details refer to temp charts 10-8 thru 10-8C and latest NOTAMs.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

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

Type: Terminal

Effectivity: Permanent

Begin Date: 20130919

End Date: No end date

Rwy 07L: PAPI-R changed to PAPI.