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Revision Letter For Cycle 13-2016

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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: 0418 Z  
Sunset: 1928 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: 121.800  
Barcelona Tower: 118.325  
Barcelona Tower: 25.780 Military  
Barcelona Tower: 118.100  
Barcelona Ground: 121.650  
Barcelona Ground: 121.700  
Barcelona Ground: 122.225  
Barcelona Approach: 36.230 Military  
Barcelona Approach: 119.100  
Barcelona Approach: 121.150  
Barcelona Approach: 124.700  
Barcelona Approach: 125.250  
Barcelona Approach: 126.500  
Barcelona Approach: 127.700  
Barcelona Approach: 131.125

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AIRPORT BRIEFING

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**1. GENERAL**

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**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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## 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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**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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**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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## 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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### 1.5.2.3. CODE E & F ACFT TAXI PROCEDURES

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

The movement of Code E or F ACFT must be made with "oversteering" manoeuvre between TWY S and T and between TWY J and K through TWY PS or QS.

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

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## 2. ARRIVAL

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### 2.1. SPEED RESTRICTIONS

#### 2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

- 250 KT at SLP.

##### 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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AIRPORT BRIEFING**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

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#### 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

1 JAN 16

JEPPesen

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  
EL PRAT

1 JAN 16

JEPPesen

(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  
EL PRAT

1 JAN 16

JEPPesen

(10-1P13)

Eff 7 Jan

BARCELONA, SPAIN

AIRPORT BRIEFING

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### 3. DEPARTURE

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#### 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:

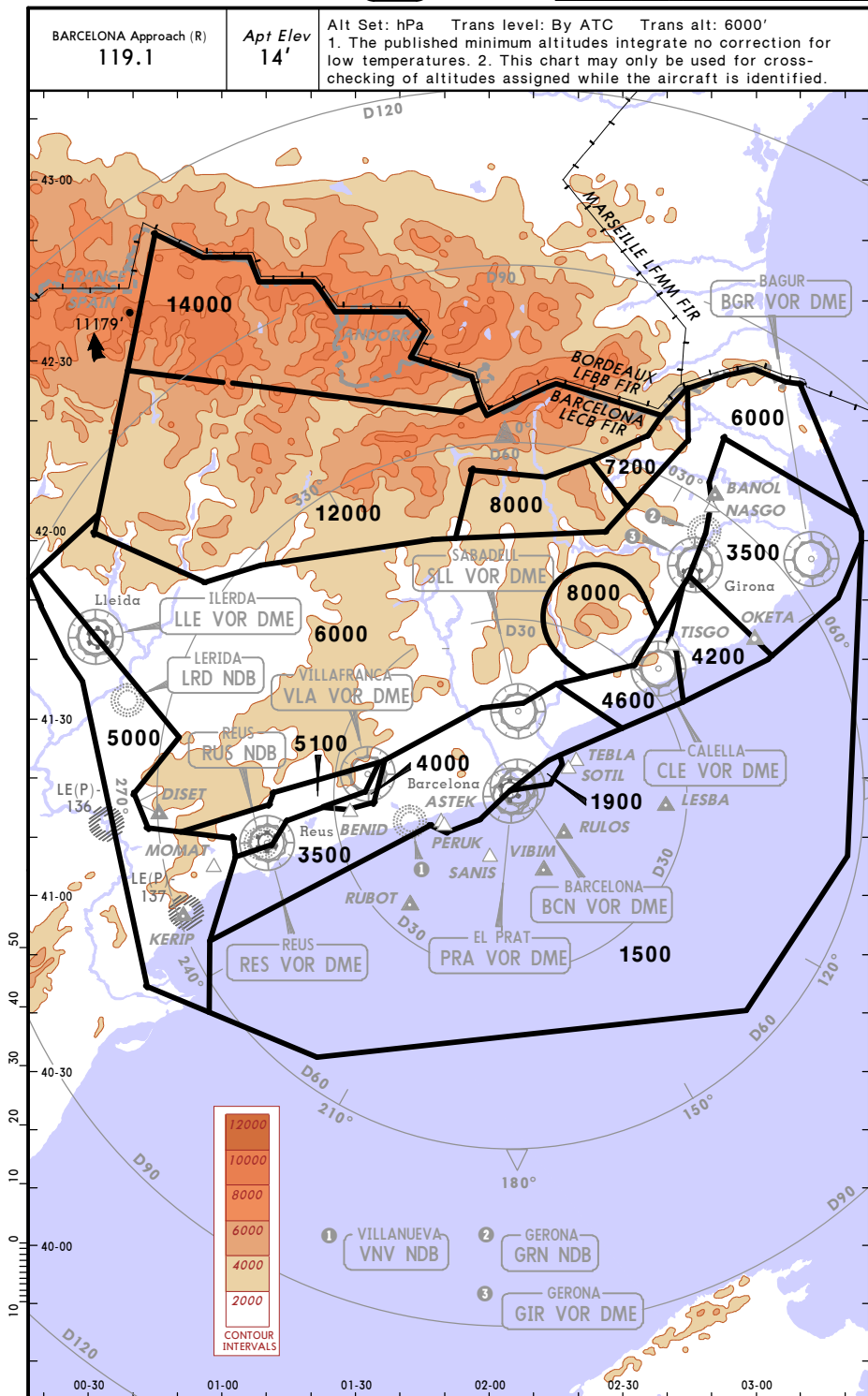
- During the daytime.
- VMC conditions in the direction of take-off and initial climb to the MVA.
- The pilot shall be responsible for maintaining obstacle clearance margin.

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EL PRAT

JEPPSEN  
22 AUG 14 (10-1R)

BARCELONA, SPAIN

RADAR MINIMUM ALTITUDES



LEBL/BCN  
EL PRAT

 **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

 **JEPPesen**  
11 OCT 13 **(10-2A)** **Eff 17 Oct**
**BARCELONA, SPAIN**  
**STAR**

| <b>RNAV STAR (CDA)<br/>DESIGNATION</b> | <b>REFER TO CHART</b> |
|----------------------------------------|-----------------------|
| BISBA 1DCY, VERSO 1DCZ                 | 10-2V                 |
| MARTA 1DCY, 1DCZ                       | 10-2V1                |
| CASPE 1DCY, MATEX 1DCY                 | 10-2V2                |
| MATEX 1DCZ                             | 10-2V3                |
|                                        |                       |
| <b>STAR (CDA) DESIGNATION</b>          | <b>REFER TO CHART</b> |
| 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

JEPPesen  
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

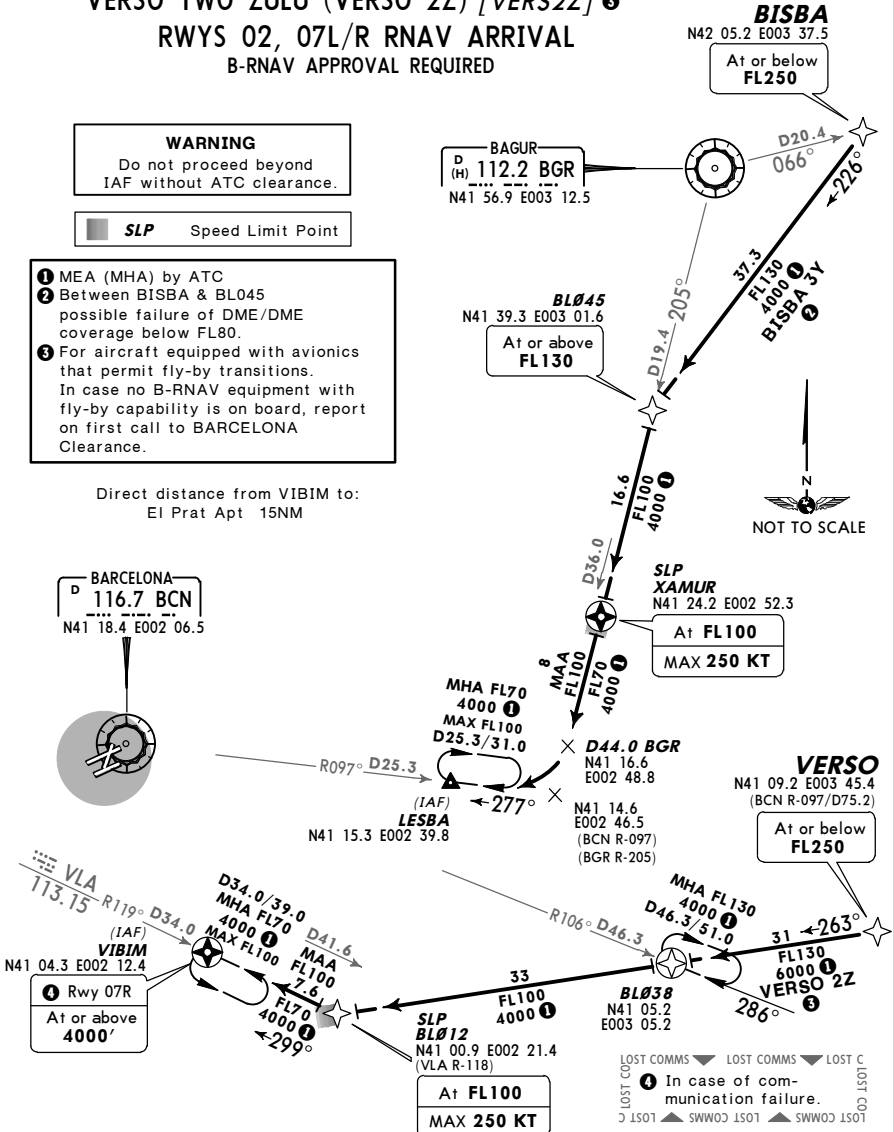
**VERSO TWO ZULU (VERSO 2Z) [VERS2Z] ③**  
**RWYS 02, 07L/R RNAV ARRIVAL**  
B-RNAV APPROVAL REQUIRED

**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 (① RWY 07R: 4000'+).                                                            |

LEBL/BCN  
EL PRAT

13 JUN 14

(10-2C)

Eff 26 Jun

BARCELONA, SPAIN

RNAV STAR

D-ATIS  
118.65

Apt Elev  
14'

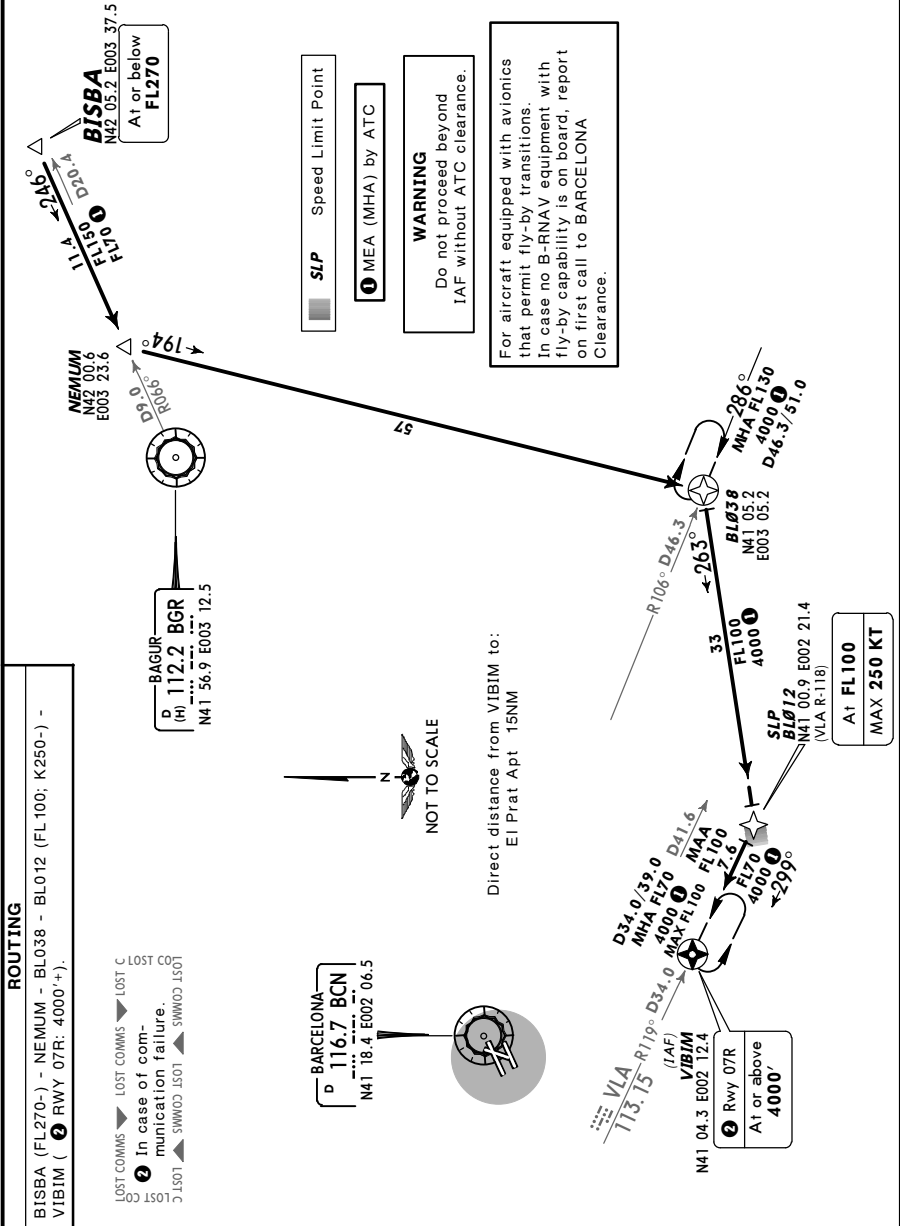
Alt Set: hPa  
Trans level: By ATC Trans alt: 6000'

BISBA TWO ZULU (BISBA 2Z) [BISB2Z]

RWYS 07L/R RNAV ARRIVAL

BY ATC

B-RNAV APPROVAL REQUIRED  
RADAR ASSISTANCE AVAILABLE



LEBL/BCN  
EL PRAT

JEPPesen  
13 JUN 14 10-2D Eff 26 Jun

BARCELONA, SPAIN  
RNAV STAR

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

MARTA FIVE YANKEE (MARTA 5Y) [MART5Y]  
RWYS 25L/R RNAV ARRIVAL  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED

MARTA TWO ZULU (MARTA 2Z) [MART2Z] 00  
RWYS 02, 07L/R RNAV ARRIVAL  
B-RNAV APPROVAL REQUIRED

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

**WARNING**  
Do not proceed beyond  
IAF without ATC clearance.

 **SLP** Speed Limit Point

  
**BARCELONA**  
116.7 BCN  
N41 18.4 E002 06.5

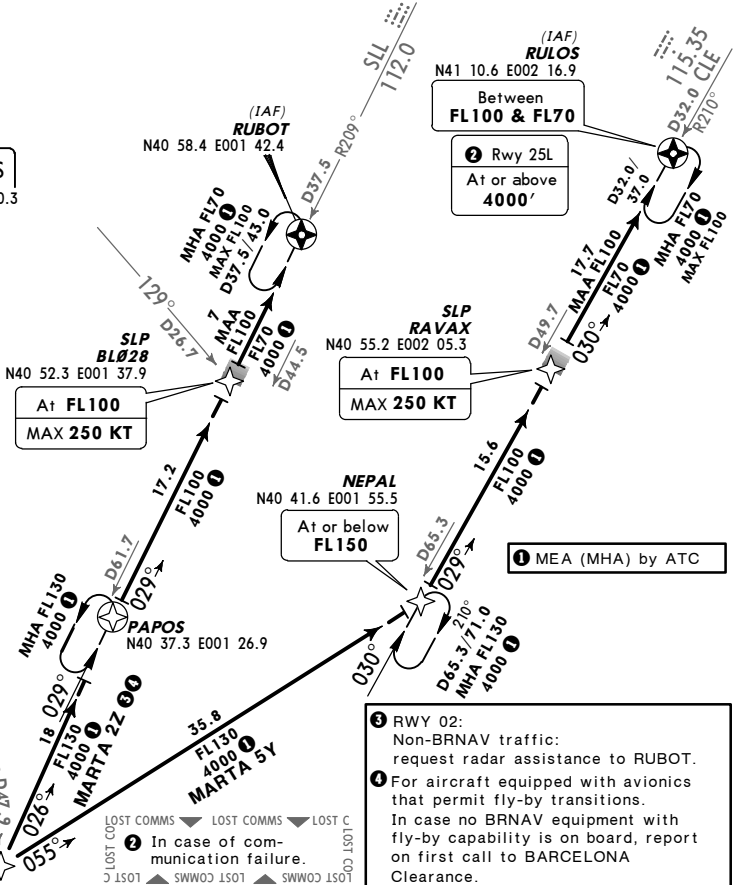
  
**REUS**  
D (H) 114.2 RES  
N41 09.0 E001 10.3



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

**MARTA 5Y**  
At or below  
FL240

**MARTA 2Z**  
At or below  
FL200



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

LEBL/BCN  
EL PRAT

13 JUN 14

10-2E

Eff 26 Jun

BARCELONA, SPAIN

RNAV STAR

D-ATIS  
118.65

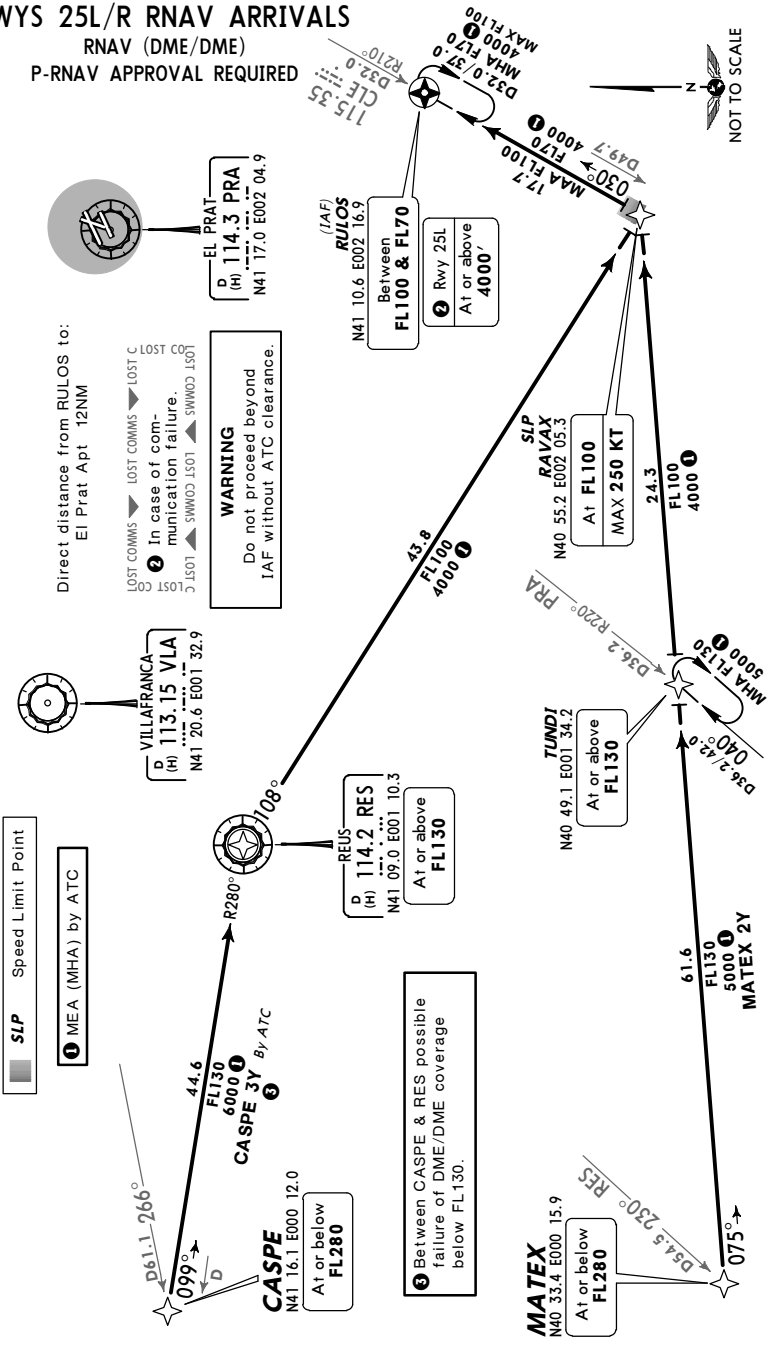
Apt Elev  
14'

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

CASPE THREE YANKEE (CASPE 3Y) [CASP3Y]  
MATEX TWO YANKEE (MATEX 2Y) [MATE2Y]  
RWYS 25L/R RNAV ARRIVALS  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED

ROUTING

| STAR     | ROUTING                                                                                             |
|----------|-----------------------------------------------------------------------------------------------------|
| CASPE 3Y | CASPE (FL280-) - RES (FL130+) - RAVAX (FL100; K280-) - RULOS (FL100-; FL70+); ② RWY 25L: 4000'+).   |
| MATEX 2Y | MATEX (FL280-) - TUNDI (FL130+) - RAVAX (FL100; K250-) - RULOS (FL100-; FL70+); ② RWY 25L: 4000'+). |



LEBL/BCN  
EL PRAT

13 MAR 15 **10-2F**

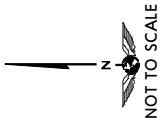
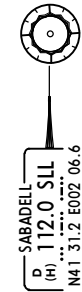
BARCELONA, SPAIN  
**RNAV STAR**

D-ATIS  
**118.65**

Apt Elev  
**14'**

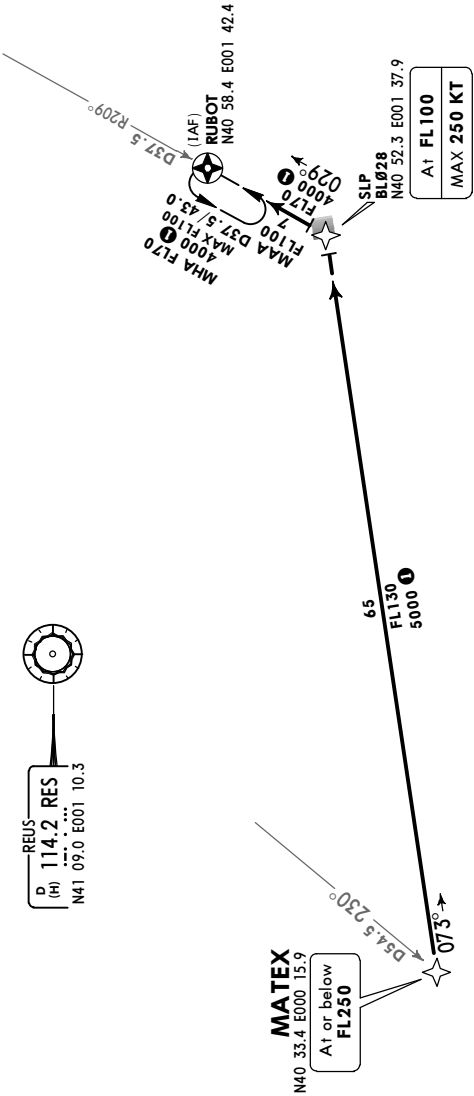
Alt Set: hPa  
Trans level: By ATC    Trans alt: 6000'

**MATEX TWO ZULU (MATEX 2Z) [MATE2Z] 23**  
**RWYS 02, 07L/R RNAV ARRIVAL**  
**B-RNAV APPROVAL REQUIRED**



**WARNING**  
Do not proceed beyond  
IAF without ATC clearance.

Direct distance to El Prat Apt from:  
RUBOT 26NM



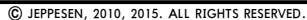
**ROUTING**

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

**SLP**    Speed Limit Point

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







LEBL/BCN  
EL PRAT

13 MAR 15 **10-2J**

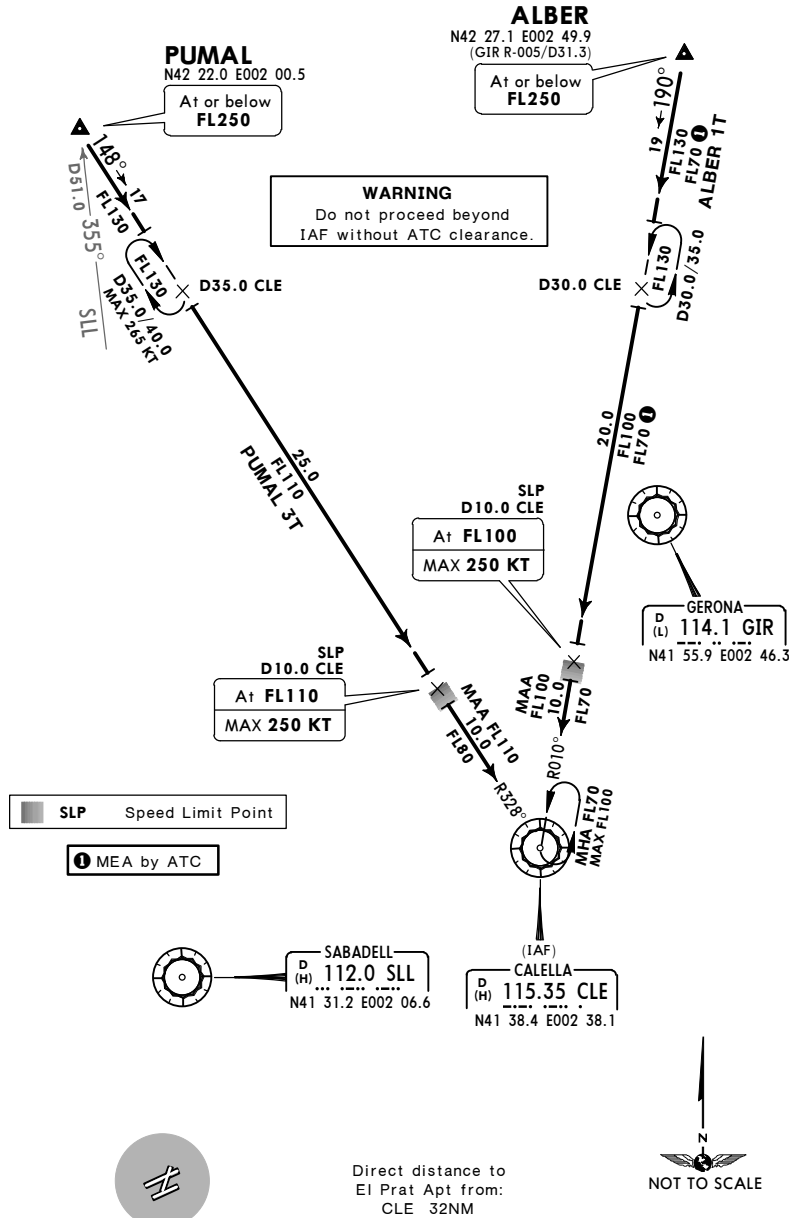
BARCELONA, SPAIN  
**STAR**

D-ATIS  
**118.65**

Apt Elev  
**14'**

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

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



LEBL/BCN  
EL PRAT

JEPPESSEN  
13 MAR 15 10-2K

BARCELONA, SPAIN  
STAR

D-ATIS  
118.65

Apt Elev  
14'

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

PUMAL TWO ZULU (PUMAL 2Z) [PUMA2Z]  
RWYS 07L/R ARRIVALS  
BY ATC

SLP Speed Limit Point

WARNING

Do not proceed beyond  
IAF without ATC clearance.

① MEA (MHA) by ATC



PUMAL  
N42 22.0 E002 00.5  
At or below  
FL250

BERGA  
N42 10.3 E002 01.9

MHA FL130  
FL100  
D25.0/30.0

KOSIT  
N41 56.1 E002 03.6

RONAL  
N41 45.7 E001 54.7

SLP  
D10.0 VLA

MAX 250 KT

SABADELL  
D(H) 112.0 SLL  
N41 31.2 E002 06.6

Direct distance to  
El Prat Apt from:  
VLA 24NM

(IAF)  
VILLAFRANCA  
D(H) 113.15 VLA  
N41 20.6 E001 32.9

MHA FL70  
6000  
MAX FL100

LEBL/BCN  
EL PRAT

JEPPesen  
13 MAR 15 (10-2L)

BARCELONA, SPAIN  
STAR

D-ATIS  
118.65

Apt Elev  
14'

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

## BISBA THREE NOVEMBER (BISBA 3N) [BISB3N] RWY 02 ARRIVAL

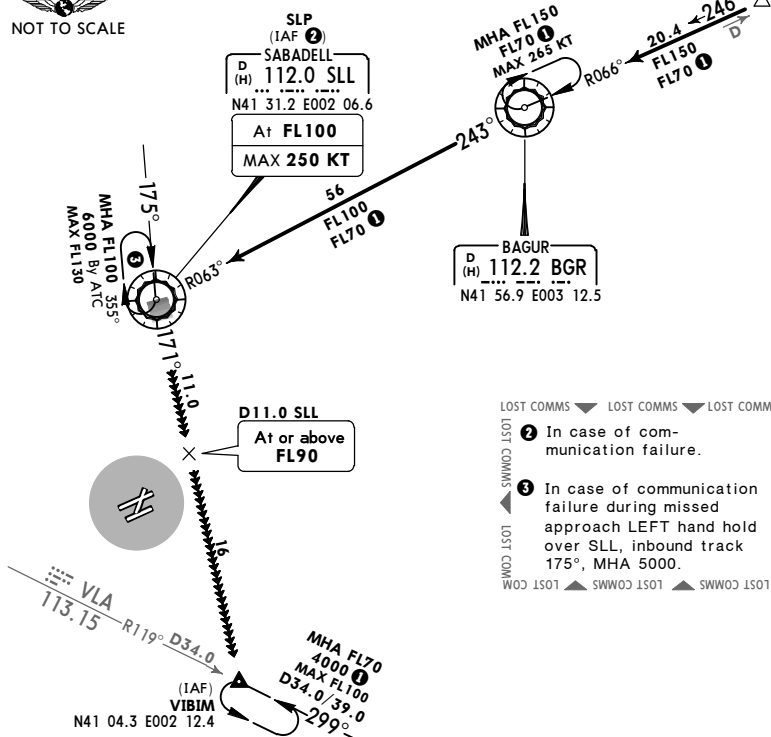
SLP Speed Limit Point

### WARNING

Do not proceed beyond  
IAF without ATC clearance.



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



LEBL/BCN  
EL PRAT

13 MAR 15 **JEPPESSEN**  
(10-2M)

BARCELONA, SPAIN  
**STAR**

D-ATIS  
**118.65**

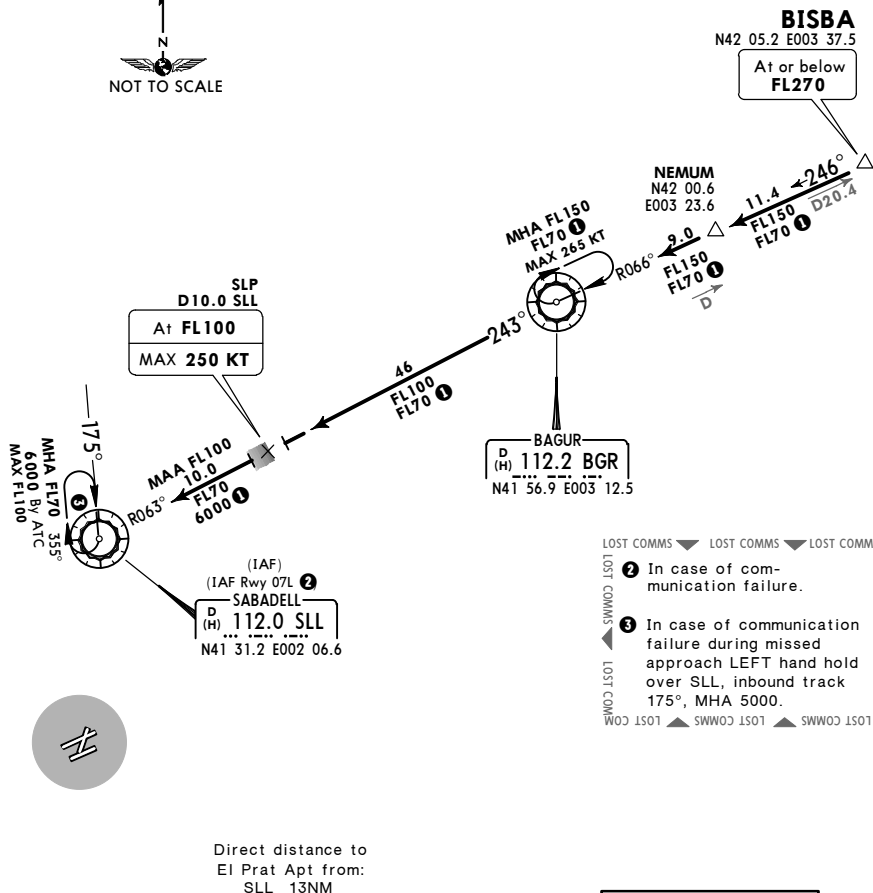
Apt Elev  
**14'**

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.



LEBL/BCN  
EL PRAT

13 MAR 15 **10-2N**

BARCELONA, SPAIN  
**STAR**

D-ATIS  
**118.65**

Apt Elev  
**14'**

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

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

 **SLP**    Speed Limit Point

 **MEAs (MHA) by ATC**

**WARNING**  
Do not proceed beyond  
IAF without ATC clearance.

**BISBA**  
N42 05.2 E003 37.5  
At or below  
**FL250**

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

**MHA FL130**  
MAX 265 KT

**SLP**  
D10.0 CLE  
At **FL100**  
MAX 250 KT

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

**MHA FL70**  
MAX FL100  
R035°

**MAA FL100**  
10.0  
FL70

**BL045**  
N41 39.3 E003 01.6

**SLP**  
**XAMUR**  
N41 24.2 E002 52.3  
At **FL100**  
MAX 250 KT

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

**MHA FL70**  
4000  
MAX FL100  
D25.3/31.0

(IAF)  
**LESBA**  
N41 15.3 E002 39.8

N41 14.7  
E002 46.4  
(BCN R-097)  
(BGR R-205)



Direct distance to  
El Prat Apt from:  
CLE 32NM  
LESBA 27NM

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**LEBL/BCN**  
EL PRAT

**JEPPesen**  
13 JUN 14 **10-25** Eff 26 Jun

**BARCELONA, SPAIN**  
**STAR**

D-ATIS  
**118.65**

Apt Elev  
**14'**

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

**OSTUR ONE VICTOR (OSTUR 1V) [OSTU1V]  
VERSO ONE VICTOR (VERSO 1V) [VERSI1V]  
RWYS 25L/R ARRIVALS**

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

**SLP** Speed Limit Point

**1** MEA (MHA) by ATC

Direct distance to  
El Prat Apt from:  
LESBA 27NM

**WARNING**

Do not proceed beyond  
IAF without ATC clearance.

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

**VERSO**  
N41 09.2 E003 45.4  
At or below  
**FL200**

**SADEM**  
N41 12.6  
E003 10.4

**VERSO 1V**  
FL100  
4000 1  
D48.6/54.0  
MHA FL130  
5000 1  
277°

**SLP**  
**D34.0 CLE**  
At **FL100**  
MAX 250 KT

**SLP**  
**D40.0 BCN**  
At **FL100**  
MAX 250 KT

**MHA FL70**  
4000 1  
MAX FL100  
D25.3/31.0  
R167°  
14.7  
MAA  
FL100  
FL70 4000 1  
D26.0 CLE  
N41 13.0 E002 45.8  
R097° D25.3  
(IAF)  
**LESBA**  
N41 15.3 E002 39.8

**OSTUR**  
N40 46.9 E002 53.6  
At or below  
**FL150**

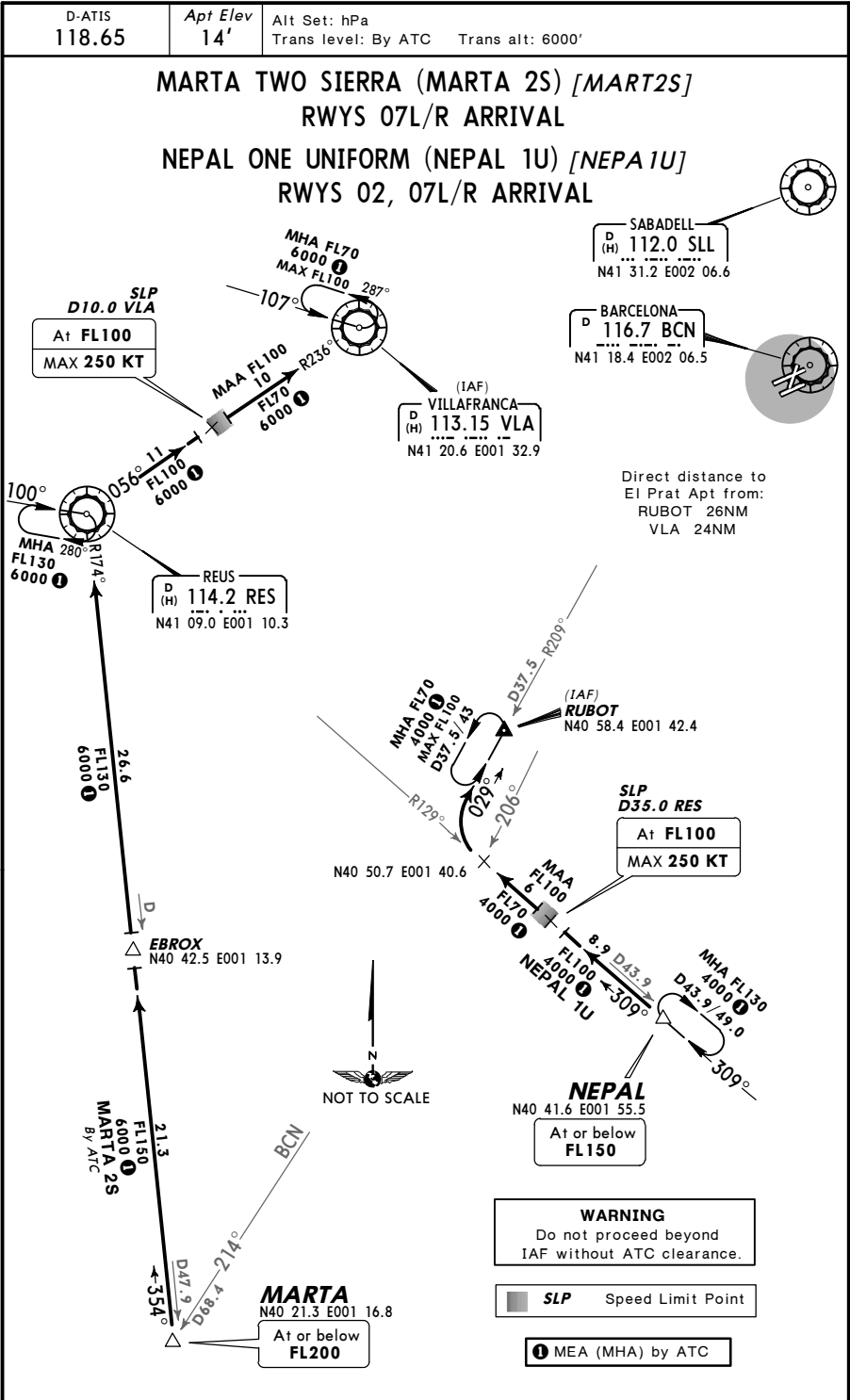
**MHA FL130**  
4000 1  
D47.6/53.0  
R131° D47.6  
D52.8  
18.8  
FL100  
4000 1  
**OSTUR 1V**



LEBL/BCN  
EL PRAT

JEPPesen  
13 JUN 14 10-2T Eff 26 Jun

BARCELONA, SPAIN  
STAR







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

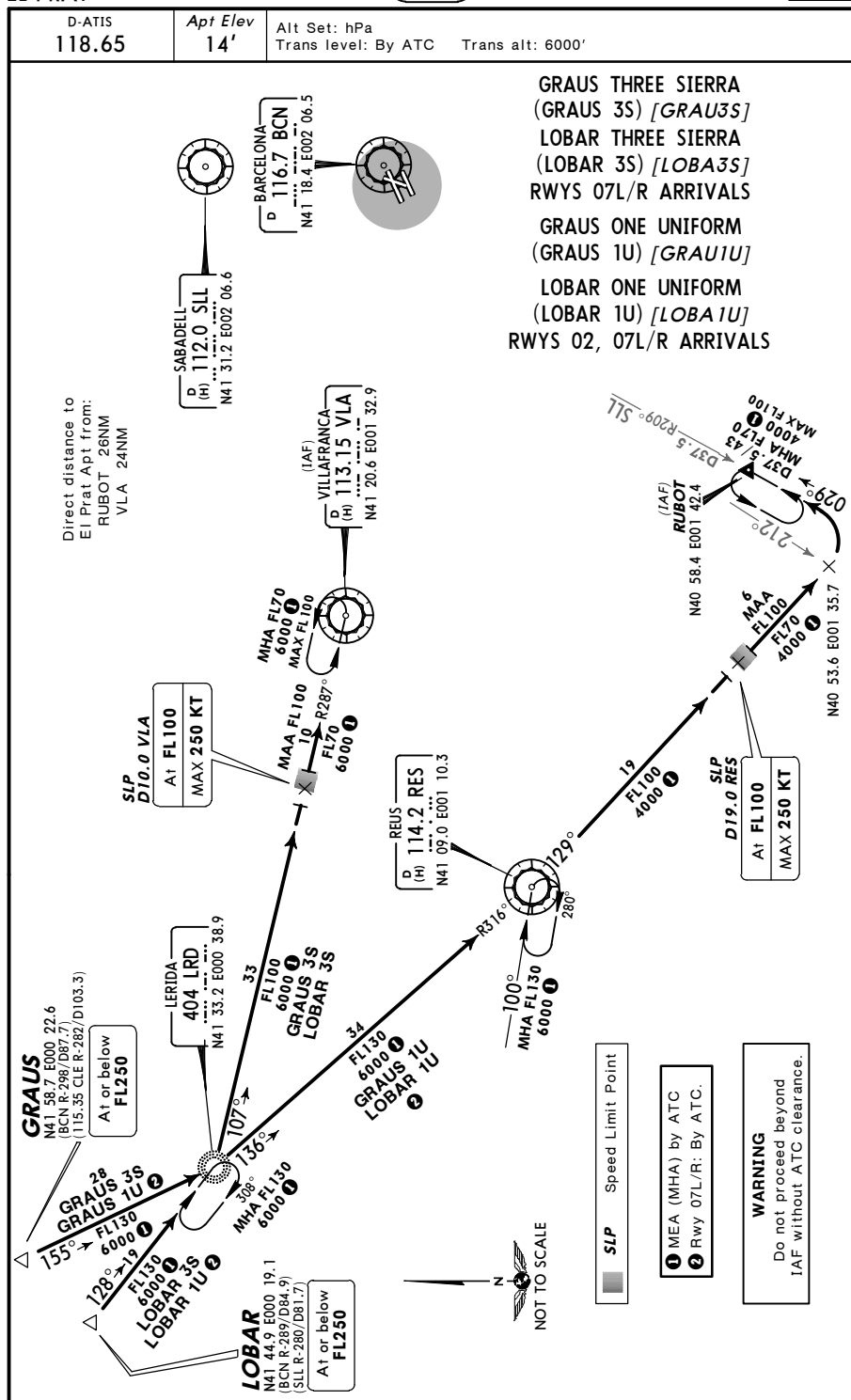
[illegible]

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LEBL/BCN  
EL PRAT

JEPPesen  
13 JUN 14 10-2T4 Eff 26 Jun

BARCELONA, SPAIN  
STAR



LEBL/BCN  
EL PRAT

13 JUN 14

10-2U

Eff 26 Jun

BARCELONA, SPAIN

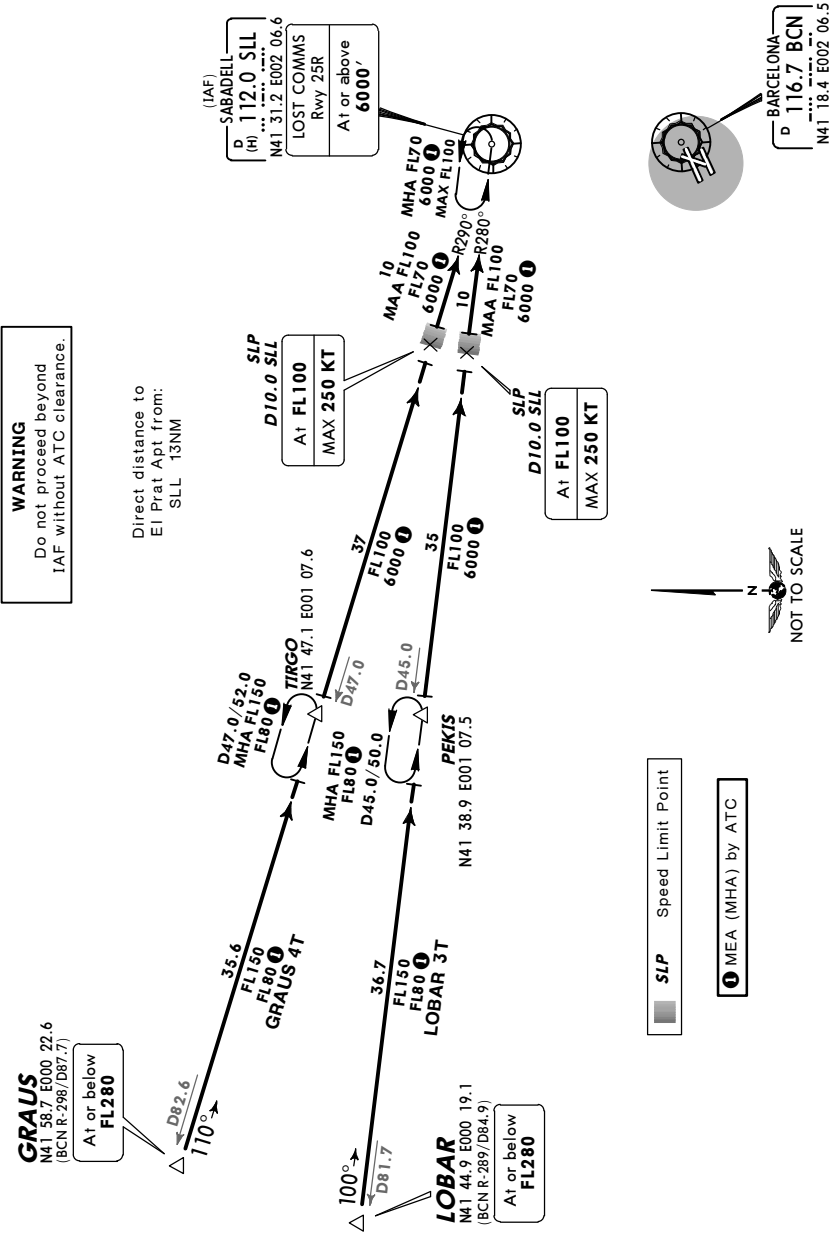
STAR

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



LEBL/BCN  
EL PRAT

JEPPesen  
13 JUN 14 (10-2V) 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 ONE DELTA CHARLIE YANKEE

(BISBA 1DCY)[BI1DCY]

RWY 25L RNAV CONTINUOUS DESCENT ARRIVAL (CDA)

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

VERSO ONE DELTA CHARLIE ZULU

(VERSO 1DCZ)[VE1DCZ] ①

RWYS 02, 07L

RNAV CONTINUOUS DESCENT ARRIVAL (CDA)

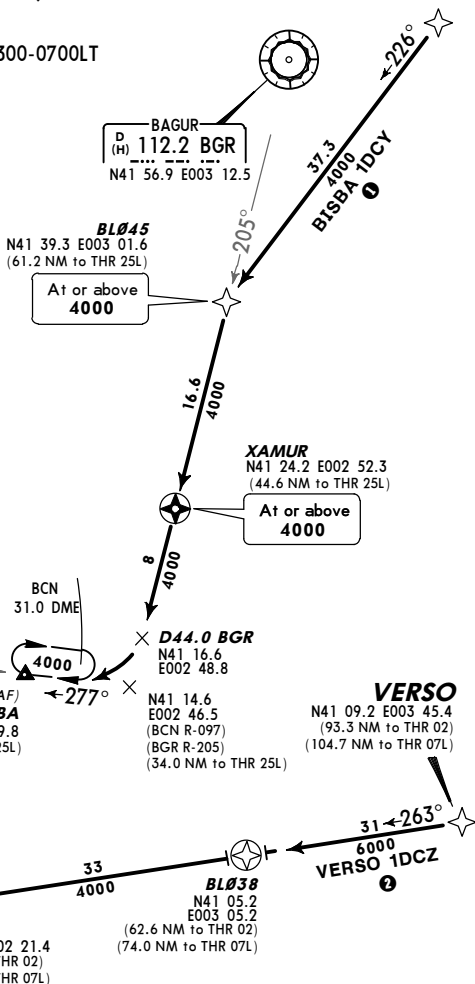
B-RNAV APPROVAL REQUIRED

BY ATC

USABLE BETWEEN 2300-0700LT

**BISBA**  
N42 05.2 E003 37.5  
(98.5 NM to THR 25L)

- Between BISBA & BL045 possible failure of DME/DME coverage below FL80.
- For aircraft equipped with avionics that permit fly-by transitions. In case no BRNAV equipment with fly-by capability is on board, report on first call to BARCELONA Clearance.



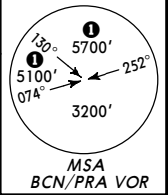
| STAR       | RWY    | ROUTING                                                                                                               |
|------------|--------|-----------------------------------------------------------------------------------------------------------------------|
| BISBA 1DCY | 25L    | BISBA - BL045 (4000'+) - XAMUR (4000'+) - on BGR R-205 to D44.0 BGR turn RIGHT, intercept BCN R-097 inbound to LESBA. |
| VERSO 1DCZ | 02,07L | VERSO - BL038 - BL012 - VIBIM.                                                                                        |

LEBL/BCN  
EL PRAT

JEPPesen  
2 MAR 12 (10-2V1) Eff 8 Mar

BARCELONA, SPAIN  
RNAV STAR

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



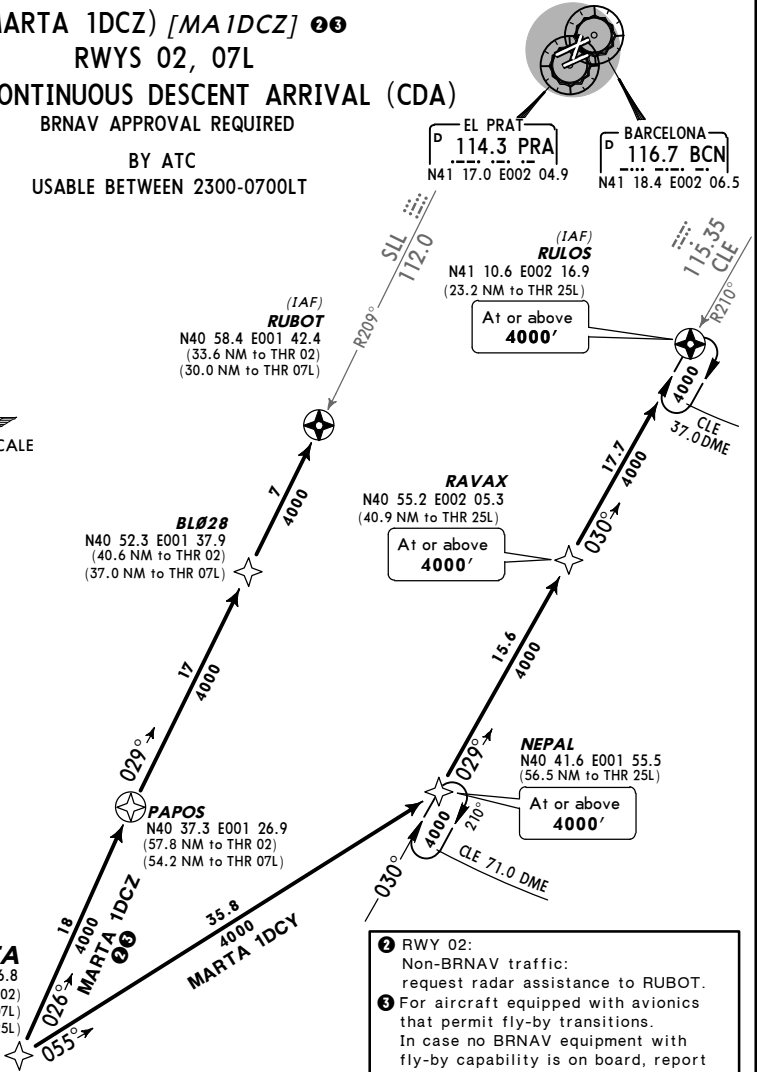
① 4300' within 15 NM

MARTA ONE DELTA CHARLIE YANKEE  
(MARTA 1DCY) [MA1DCY]  
RWY 25L

RNAV CONTINUOUS DESCENT ARRIVAL (CDA)  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED

MARTA ONE DELTA CHARLIE ZULU  
(MARTA 1DCZ) [MA1DCZ] ②③  
RWYS 02, 07L

RNAV CONTINUOUS DESCENT ARRIVAL (CDA)  
BRNAV APPROVAL REQUIRED  
BY ATC  
USABLE BETWEEN 2300-0700LT

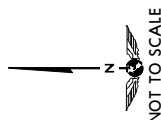
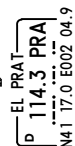


- ② RWY 02:  
Non-BRNAV traffic:  
request radar assistance to RUBOT.
- ③ For aircraft equipped with avionics  
that permit fly-by transitions.  
In case no BRNAV equipment with  
fly-by capability is on board, report  
on first call to BARCELONA  
Clearance.

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

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

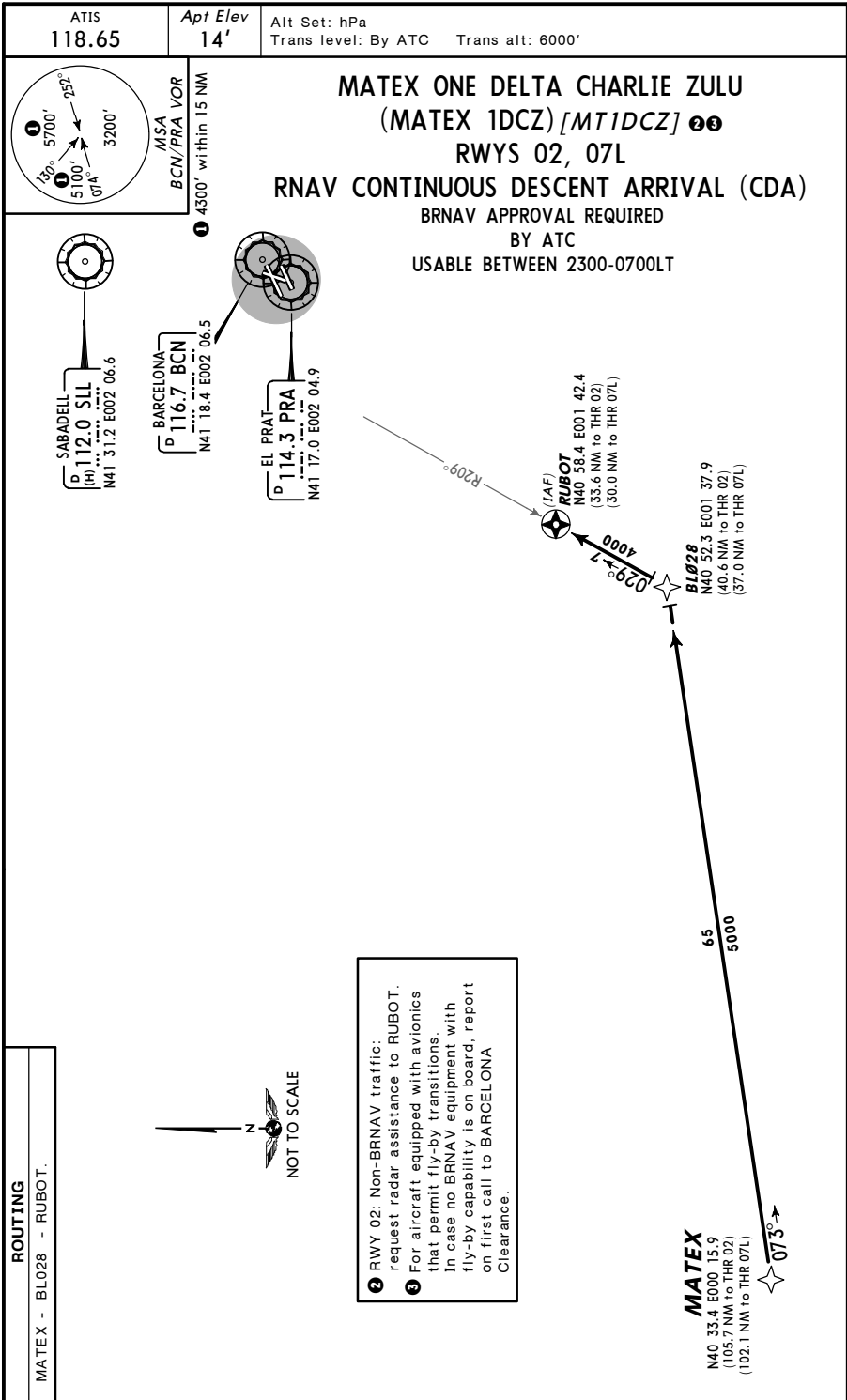
USABLE BETWEEN 2300-0700LT



LEBL/BCN  
EL PRAT

JEPPESSEN  
2 MAR 12 (10-2V3) Eff 8 Mar

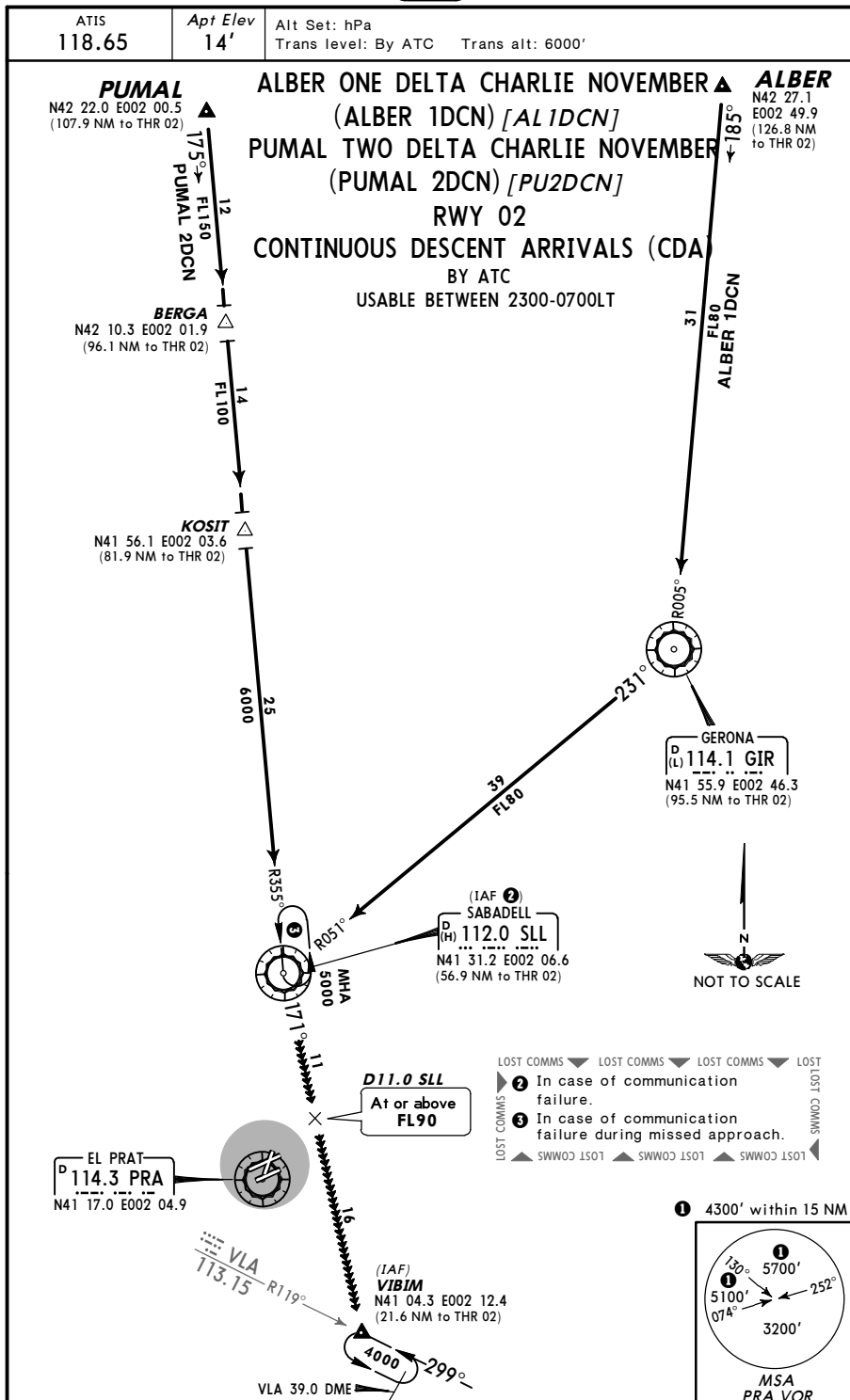
BARCELONA, SPAIN  
RNAV STAR



LEBL/BCN  
EL PRAT

JEPPESEN  
2 MAR 12 (10-2V4) Eff 8 Mar

BARCELONA, SPAIN  
STAR



LEBL/BCN  
EL PRAT

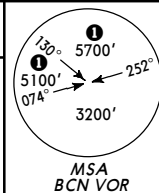
**JEPPESSEN**  
2 MAR 12 (10-2V5) Eff 8 Mar

BARCELONA, SPAIN  
**STAR**

ATIS  
118.65

Apt Elev  
14'

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



① 4300'  
within 15 NM

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

USABLE BETWEEN 2300-0700LT

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

175°  
12  
FL150  
PUMAL 2DCS

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

14  
FL100

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

25  
6000



(IAF ②)  
**SABADELL**  
N41 31.2 E002 06.6  
(41.2 NM to THR 07L)

**BARCELONA**  
116.7 BCN  
N41 18.4 E002 06.5



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

31  
FL80  
ALBER 1DCS  
185°



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

39  
FL80



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

LEBL/BCN  
EL PRAT

JEPPESEN  
2 MAR 12 (10-2V6) Eff 8 Mar

BARCELONA, SPAIN  
STAR

ATIS  
118.65

Apt Elev  
14'

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

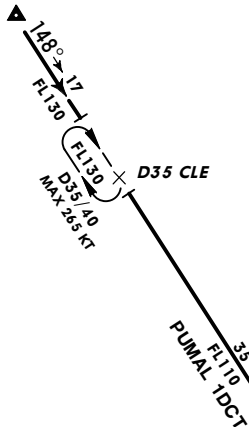
ALBER ONE DELTA CHARLIE TANGO (ALBER 1DCT) [AL1DCT]  
PUMAL ONE DELTA CHARLIE TANGO (PUMAL 1DCT) [PU1DCT]  
RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)

BY ATC

USABLE BETWEEN 2300-0700LT

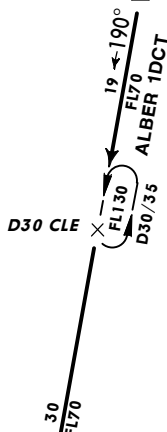
**PUMAL**

N42 22.0 E002 00.5  
(84.2 NM to THR 25L)



**ALBER**

N42 27.1 E002 49.9  
(81.8 NM to THR 25L)

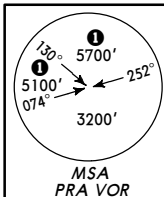


(IAF)  
CALELLA  
D(L) 115.35 CLE  
N41 38.4 E002 38.1  
(32.4 NM to THR 25L)

EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9



① 4300' within 15 NM



**LEBL/BCN**  
EL PRAT

**JEPPesen**  
11 OCT 13 **(10-2V7)** **Eff 17 Oct**

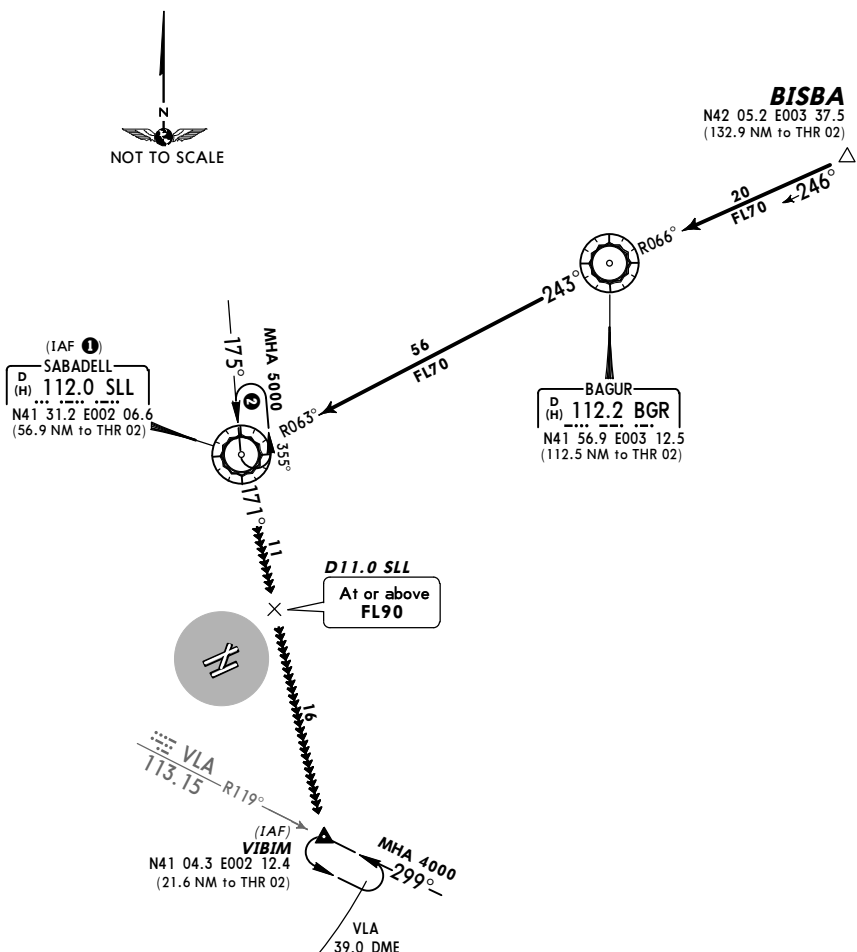
**BARCELONA, SPAIN**  
**STAR**

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**



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

1 In case of communication failure.

2 In case of communication failure during missed approach.

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

**LEBL/BCN**  
EL PRAT

**JEPPesen**  
11 OCT 13 (10-2V8) Eff 17 Oct

**BARCELONA, SPAIN**  
**STAR**

ATIS  
**118.65**

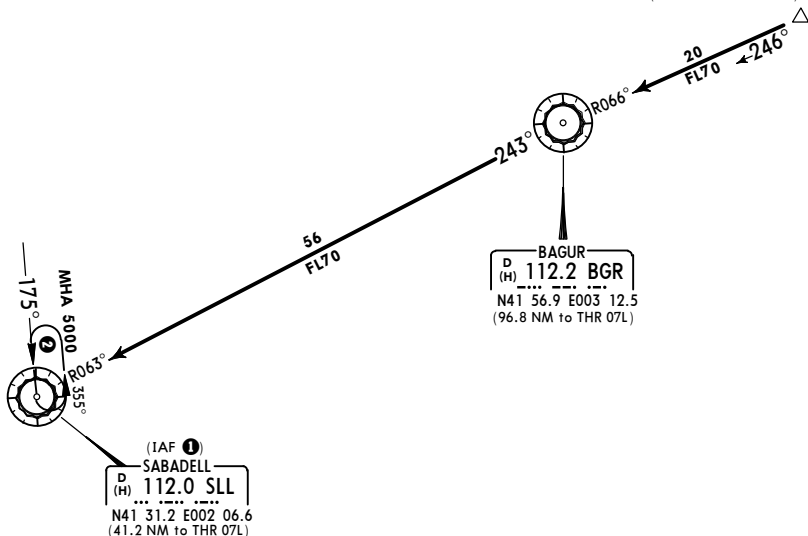
Apt Elev  
**14'**

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

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



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



**BAGUR**  
D (H) 112.2 BGR  
N41 56.9 E003 12.5  
(96.8 NM to THR 07L)

(IAF ①)  
**SABADELL**  
D (H) 112.0 SLL  
N41 31.2 E002 06.6  
(41.2 NM to THR 07L)

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

**LEBL/BCN**  
EL PRAT

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

**BARCELONA, SPAIN**  
**STAR**

ATIS  
**118.65**

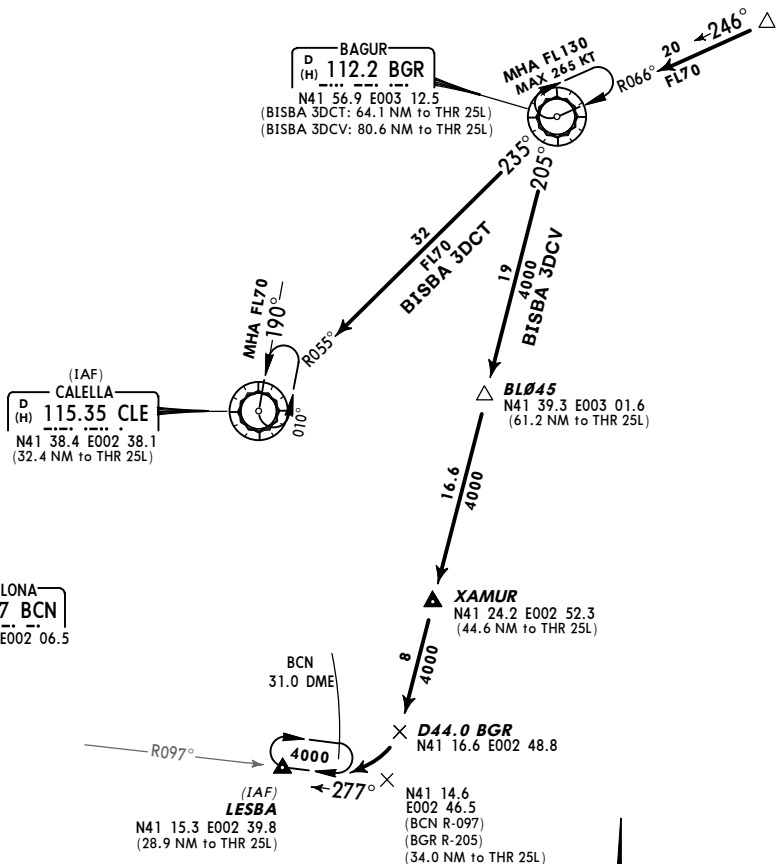
Apt Elev  
**14'**

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

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

**BISBA**

N42 05.2 E003 37.5  
(BISBA 3DCT: 84.5 NM to THR 25L)  
(BISBA 3DCV: 101.0 NM to THR 25L)





LEBL/BCN  
EL PRAT

JEPPesen  
2 MAR 12 (10-2X) Eff 8 Mar

BARCELONA, SPAIN  
STAR

ATIS  
118.65

Apt Elev  
14'

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

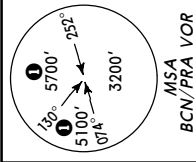
OSTUR ONE DELTA CHARLIE UNIFORM  
(OSTUR 1DCU) [OS1DCU]

RWYS 02, 07L CONTINUOUS  
DESCENT ARRIVAL (CDA)

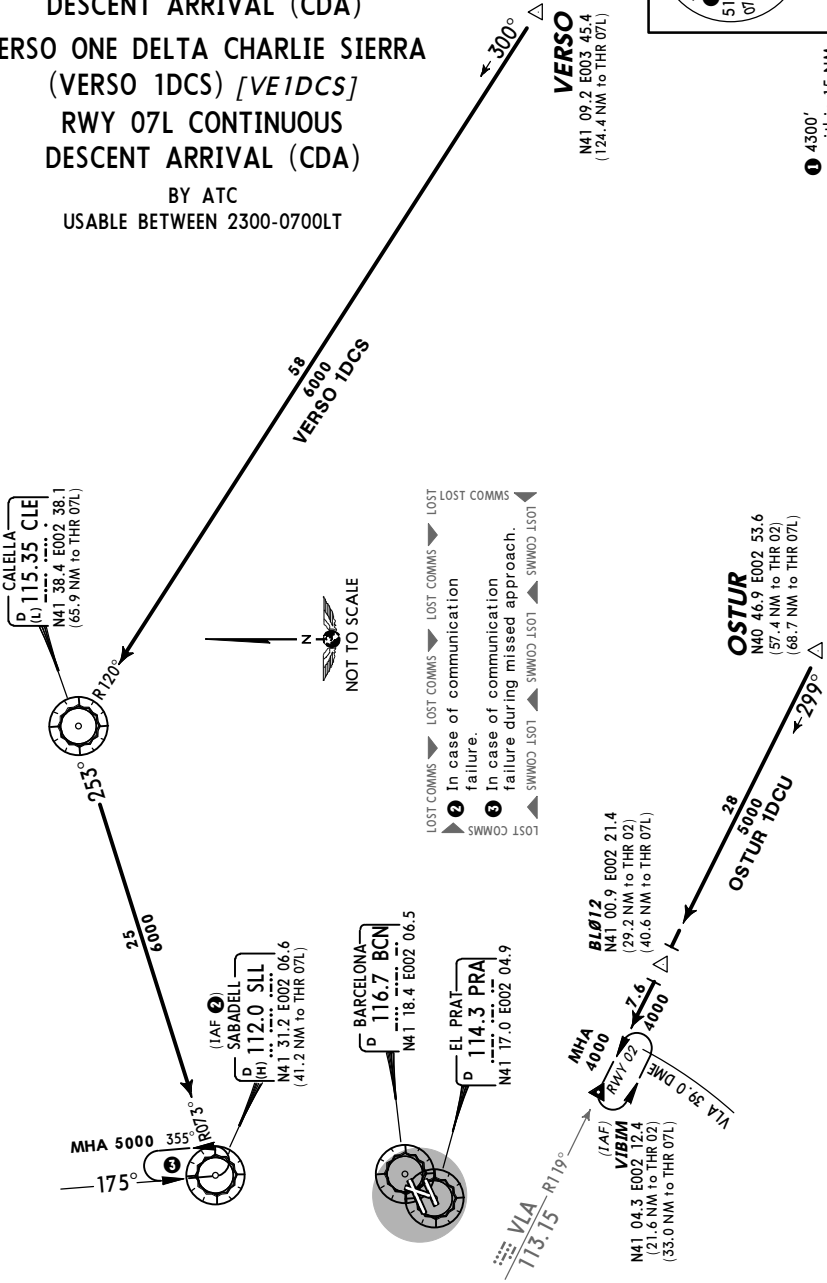
VERSO ONE DELTA CHARLIE SIERRA  
(VERSO 1DCS) [VE1DCS]

RWY 07L CONTINUOUS  
DESCENT ARRIVAL (CDA)

BY ATC  
USABLE BETWEEN 2300-0700LT



4300' within 15 NM



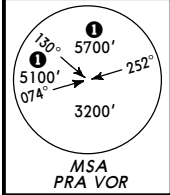




LEBL/BCN  
EL PRAT

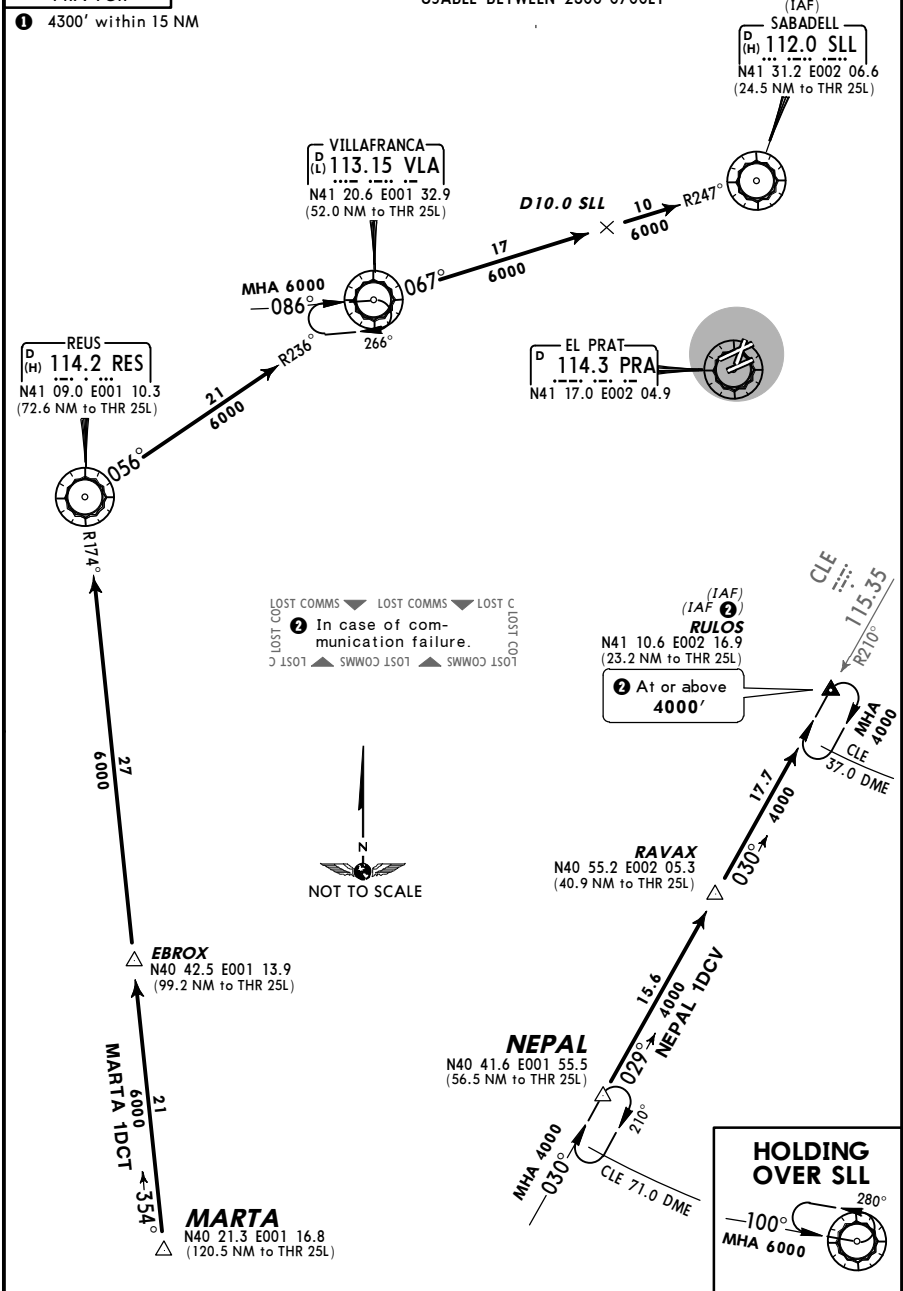
JEPPESSEN  
2 MAR 12 10-2X4 Eff 8 Mar

BARCELONA, SPAIN  
STAR



|                                                                                                                                                                                                  |                 |                                                         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------------|
| ATIS<br>118.65                                                                                                                                                                                   | Apt Elev<br>14' | Alt Set: hPa<br>Trans level: By ATC<br>Trans alt: 6000' |
| MARTA ONE DELTA CHARLIE TANGO (MARTA 1DCT) [MA1DCT]<br>NEPAL ONE DELTA CHARLIE VICTOR (NEPAL 1DCV) [NE1DCV]<br>RWY 25L CONTINUOUS DESCENT ARRIVALS (CDA)<br>BY ATC<br>USABLE BETWEEN 2300-0700LT |                 |                                                         |

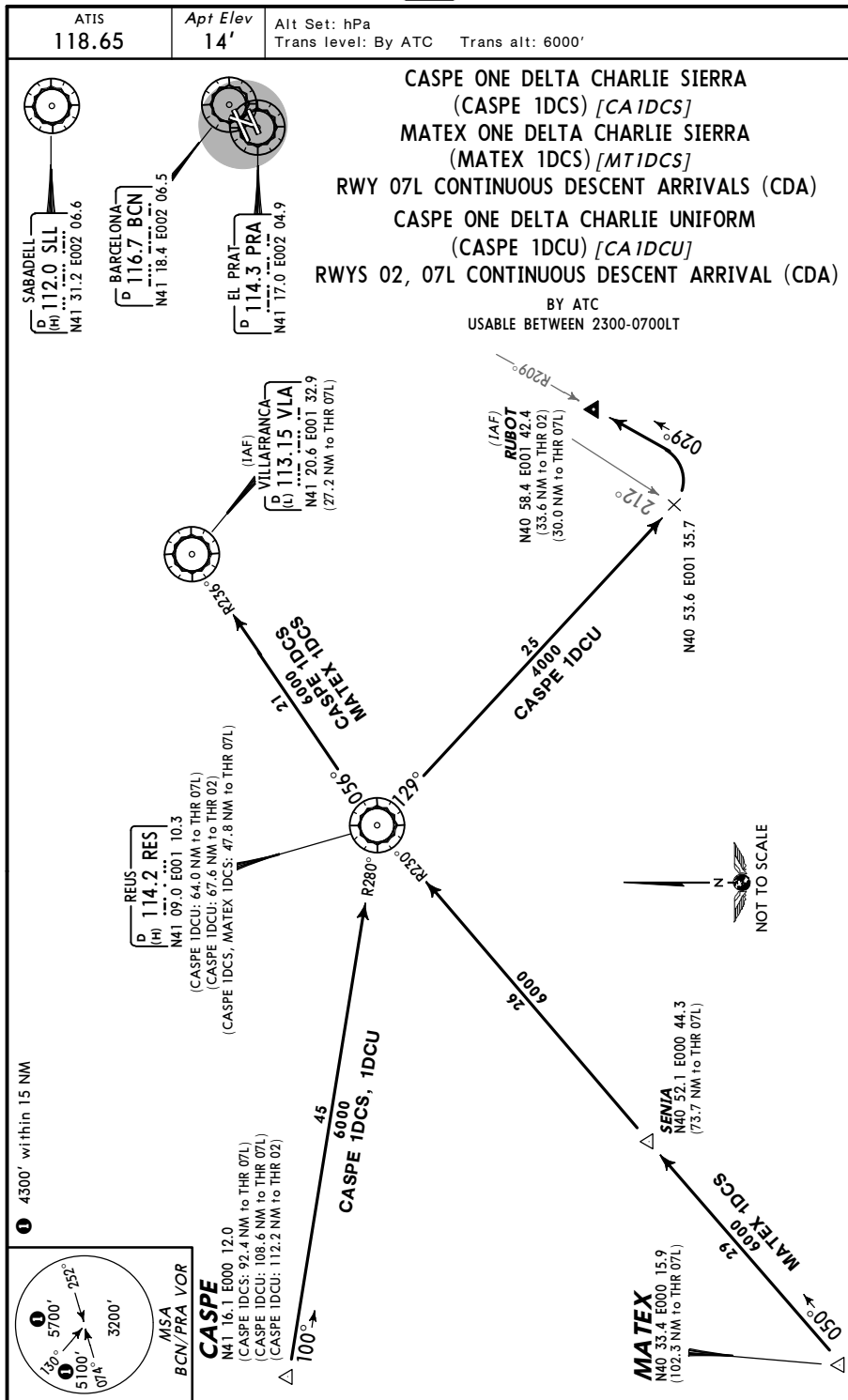
① 4300' within 15 NM



LEBL/BCN  
EL PRAT

JEPPESSEN  
2 MAR 12 (10-2X5) Eff 8 Mar

BARCELONA, SPAIN  
STAR

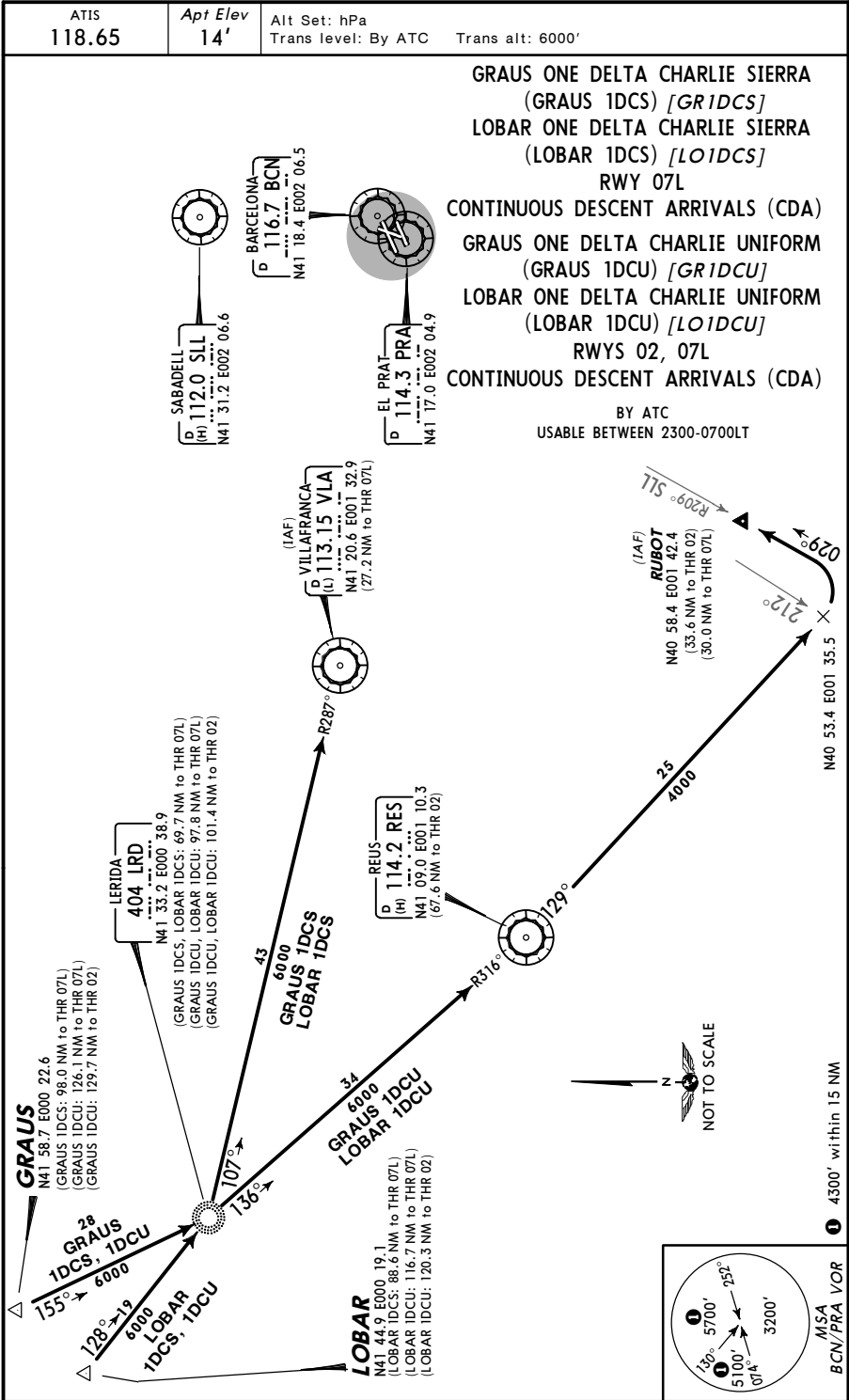




LEBL/BCN  
EL PRAT

JEPPESSEN  
2 MAR 12 (10-2X7) Eff 8 Mar

BARCELONA, SPAIN  
STAR



LEBL/BCN  
EL PRAT

JEPPESSEN  
2 MAR 12 (10-2X8)

Eff 8 Mar

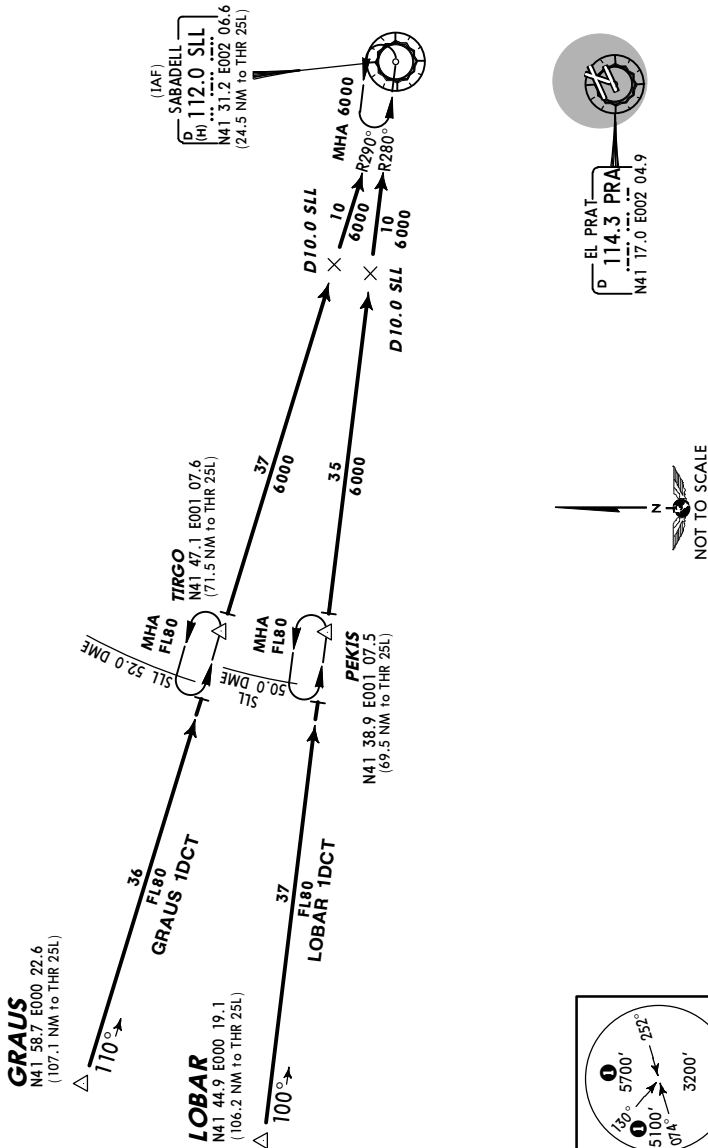
BARCELONA, SPAIN  
STAR

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



LEBL/BCN  
EL PRAT
 **JEPPESSEN**  
22 JUN 12 (10-3)

Eff 28 Jun

BARCELONA, SPAIN

RNAV SID

| <b>RNAV SID DESIGNATION</b> | <b>REFER TO CHART</b> |
|-----------------------------|-----------------------|
| 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
 **JEPPESSEN**  
22 JUN 12 (10-3A) **Eff 28 Jun**
**BARCELONA, SPAIN****SID**

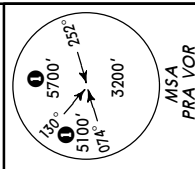
| SID DESIGNATION   | REFER TO CHART |
|-------------------|----------------|
| AGENA 1A, 1G      | 10-3N6         |
| AGENA 2B, 1E      | 10-3N7         |
| AGENA 3D, 3W      | 10-3N8         |
| CALELLA 1A, 1G    | 10-3P          |
| CALELLA 1B, 1E    | 10-3Q          |
| CALELLA 2D, 3W    | 10-3Q1         |
| 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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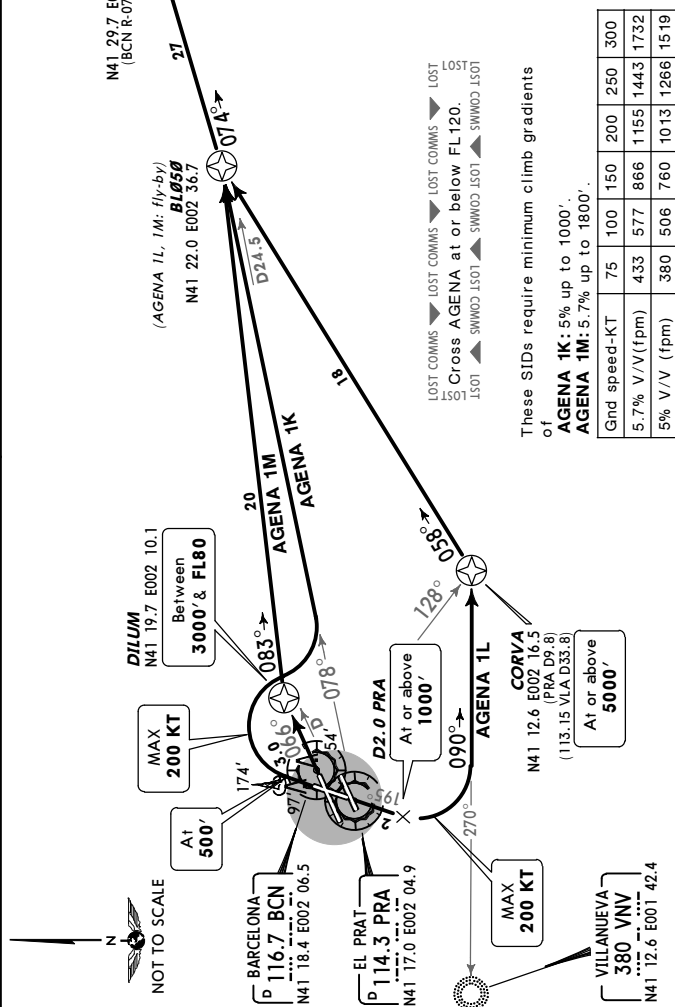
Trans level: By ATC    Trans alt: 6000'

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.



**SPEED: MAX 250 KT BELOW FL100**

**1** 4300' within  
15 NM



| Initial ATC clearance: Climb and maintain                     |     | FL120 and request flight level change enroute                                                                                                               |  |
|---------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| SID                                                           | RWY | INITIAL CLIMB/ROUTING                                                                                                                                       |  |
| AGENA 1K                                                      | 02  | Climb on runway heading to 500', turn RIGHT, intercept PRA R-078 to BL050 (D24.5 PRA), then to AGENA.                                                       |  |
| AGENA 1L                                                      | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL050, then to SALON, then to AGENA. |  |
| AGENA 1M                                                      | 07L | Climb on runway heading to BGN, BGN R-066 to DILUM (D3.0 BGN), then to BL050, then to SALON, then to AGENA.                                                 |  |
| 2 Turns before departure end of runway (DER) are not allowed. |     |                                                                                                                                                             |  |

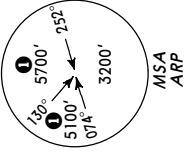
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LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 10-3C 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.

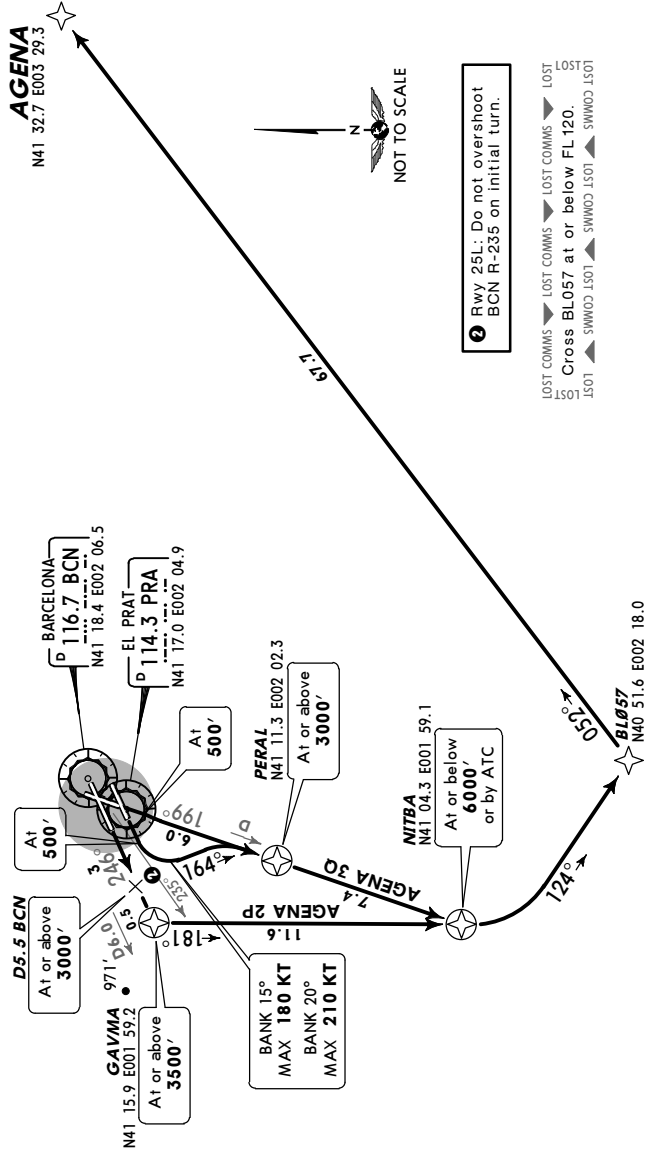


4300' within 15 NM

AGENA TWO PAPA (AGENA 2P) [AGEN2P]  
AGENA THREE QUEBEC (AGENA 3Q) [AGEN3Q]  
RWYS 25R, 20, 25L RNAV DEPARTURES  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED  
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES  
**~~SPEED~~ MAX 250 KT UNTIL FL100**

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

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



LEBL/BCN  
EL PRAT

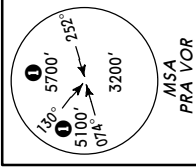
JEPPESEN  
22 JUN 12 (10-3D) Eff 28 Jun

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.

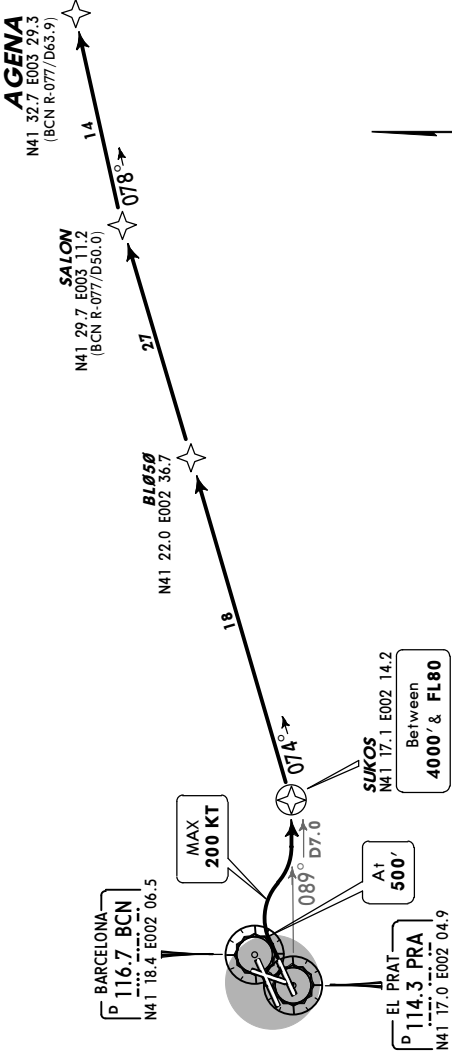
AGENA TWO ROMEO (AGENA 2R) [AGEN2R]  
RWY 07R RNAV DEPARTURE  
BRNAV APPROVAL REQUIRED  
**~~SPEEDS~~ MAX 250 KT BELOW FL100**



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

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

LOST COMMS LOST COMMS LOST  
Cross AGENA at or below FL120.  
LS01 SNNW02 LS01 SNNW02 LS01



|                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------|
| Turns before departure end of runway (DER) are not allowed.                                                                        |
| Initial ATC clearance: Climb and maintain <b>FL120</b> and request flight level change enroute                                     |
| <b>INITIAL CLIMB/ROUTING</b>                                                                                                       |
| Climb on runway heading to 500'; turn RIGHT; intercept PRA R-089 to SUKOS (D7.0 PRA), then to BL050, then to SALON, then to AGENA. |

4300' within 15 NM

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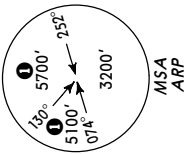
LEBL/BCN  
EL PRAT

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.



① 4300' within 15 NM

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

P-NAV APPROVAL REQUIRED  
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-NAV DEPARTURES  
**~~SPEED~~ MAX 250 KT UNTIL FL 100**

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

INITIAL CLIMB

| SID      | RWY |
|----------|-----|
| DALIN 2P | 25R |
| DALIN 3Q | 20  |
| DALIN 3Q | 25L |

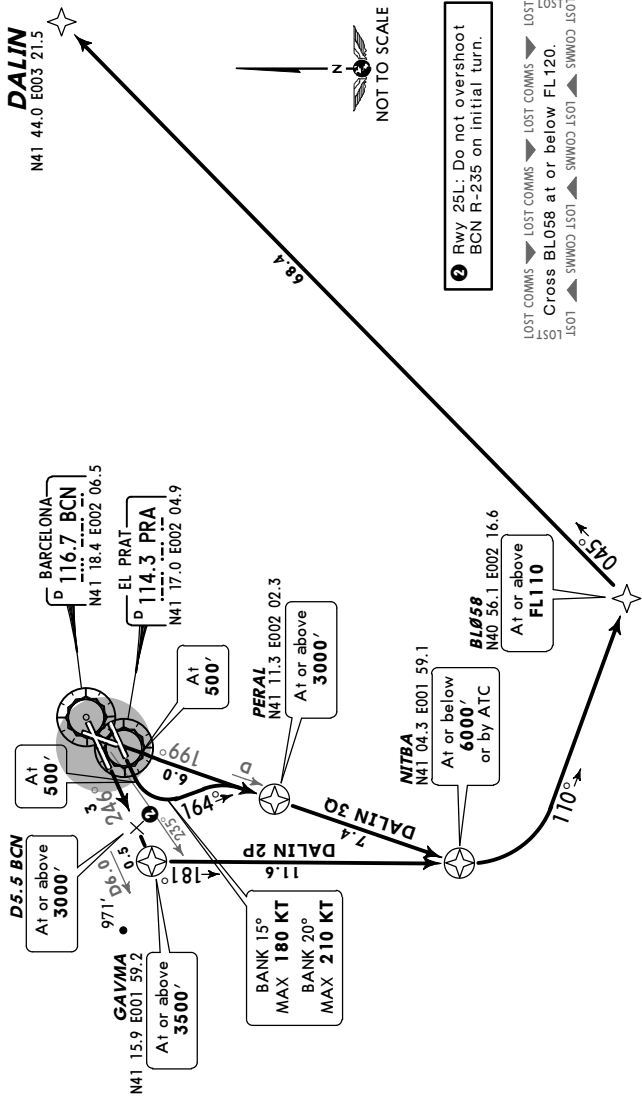
Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).

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).

ROUTING

|          |                                                           |
|----------|-----------------------------------------------------------|
| DALIN 2P | GAVMA (3500'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN. |
| DALIN 3Q | PERAL (3000'+) - NITBA (6000'-) - BL058 (FL110+) - DALIN. |



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

LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST  
Cross BL058 at or below FL120.  
1501 ➤ SWW02 1501 ➤ SWW02 1501 ➤ SWW02 1501

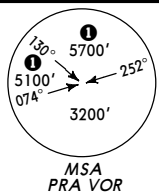
LEBL/BCN  
EL PRAT

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



① 4300' within 15 NM

DALIN TWO ROMEO (DALIN 2R) [DALI2R]  
RWY 07R RNAV DEPARTURE  
BRNAV APPROVAL REQUIRED  
~~DEEP~~ MAX 250 KT BELOW FL100

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

DALIN

N41 44.0 E003 21.5  
(BCN R-065/D61.9)

FEVIK  
N41 40.8 E003 11.8

BCN

BLØ49  
N41 25.9 E002 35.2

BARCELONA  
D 116.7 BCN  
N41 18.4 E002 06.5

MAX  
200 KT

A+  
500'

SUKOS  
N41 17.1 E002 14.2  
Between  
4000' & FL80

EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9



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 BLØ49, then to FEVIK, then to DALIN.

LEBL/BCN  
EL PRAT

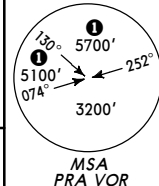
JEPPesen  
22 JUN 12 (10-3H) Eff 28 Jun

BARCELONA, SPAIN  
RNAV SID

Apt Elev  
14'

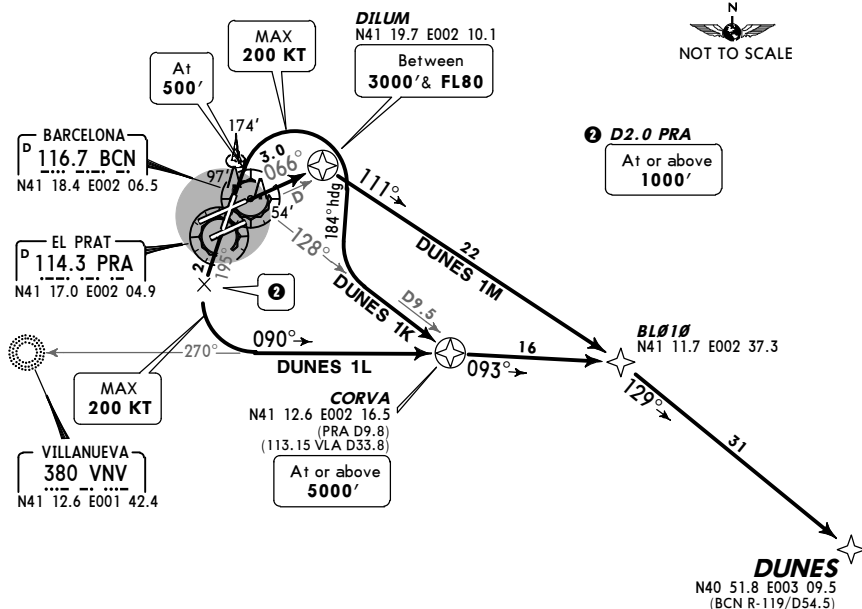
Trans level: By ATC Trans alt: 6000'

1. These SIDs are restricted 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

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



These SIDs require minimum climb gradients  
of

**DUNES 1K:** 5% up to 1000'.  
**DUNES 1M:** 5.7% up to 1800'.

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

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

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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                        |
|----------|---------|----------------------------------------------------------------------------------------------------------------------------------------------|
| DUNES 1K | 02<br>③ | Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL010, then to DUNES.            |
| DUNES 1L | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL010, then to DUNES. |
| DUNES 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL010, then to DUNES.                                                 |

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

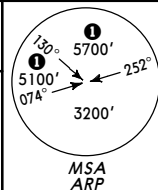
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3J) 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.



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

RWYS 25R, 20, 25L RNAV DEPARTURES

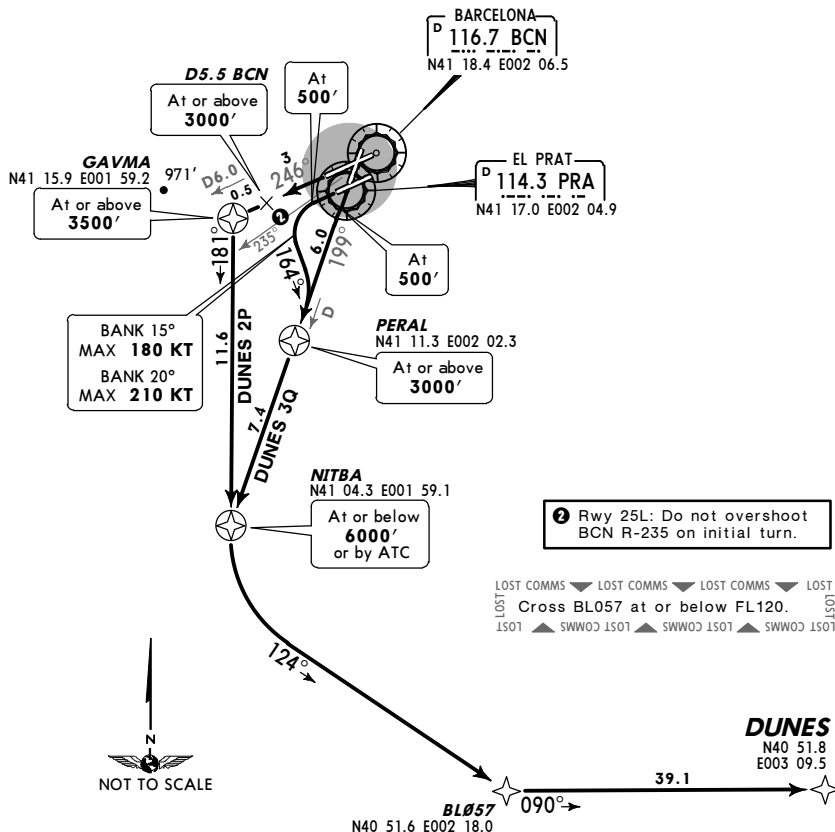
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

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

① 4300' within 15 NM



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

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

LEBL/BCN  
EL PRAT

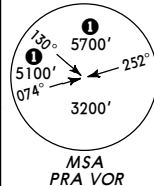
JEPPesen  
22 JUN 12 (10-3J1) Eff 28 Jun

BARCELONA, SPAIN  
RNAV SID

Apt Elev  
14'

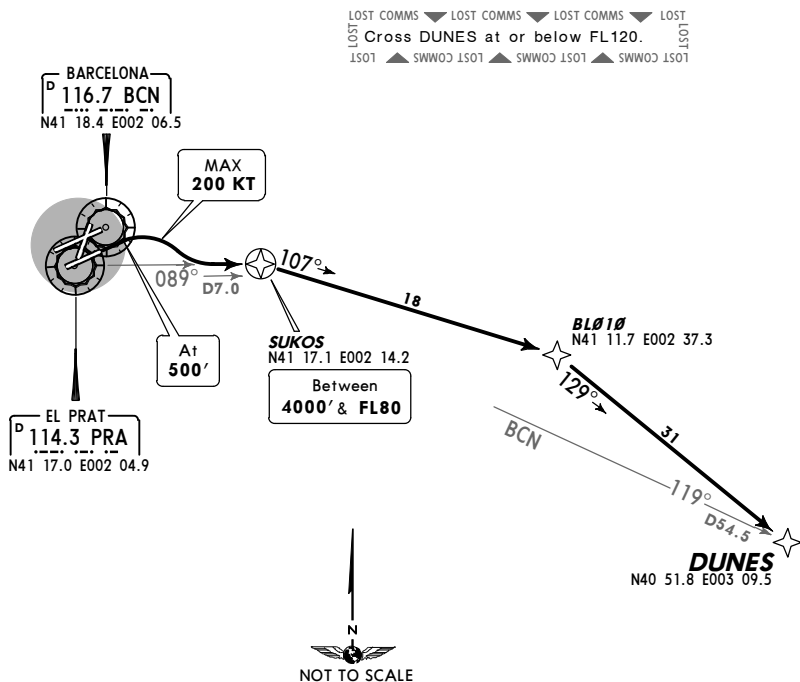
Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

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



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

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

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

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

**INITIAL CLIMB/ROUTING**

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

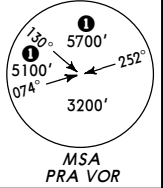
LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3J2) 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.

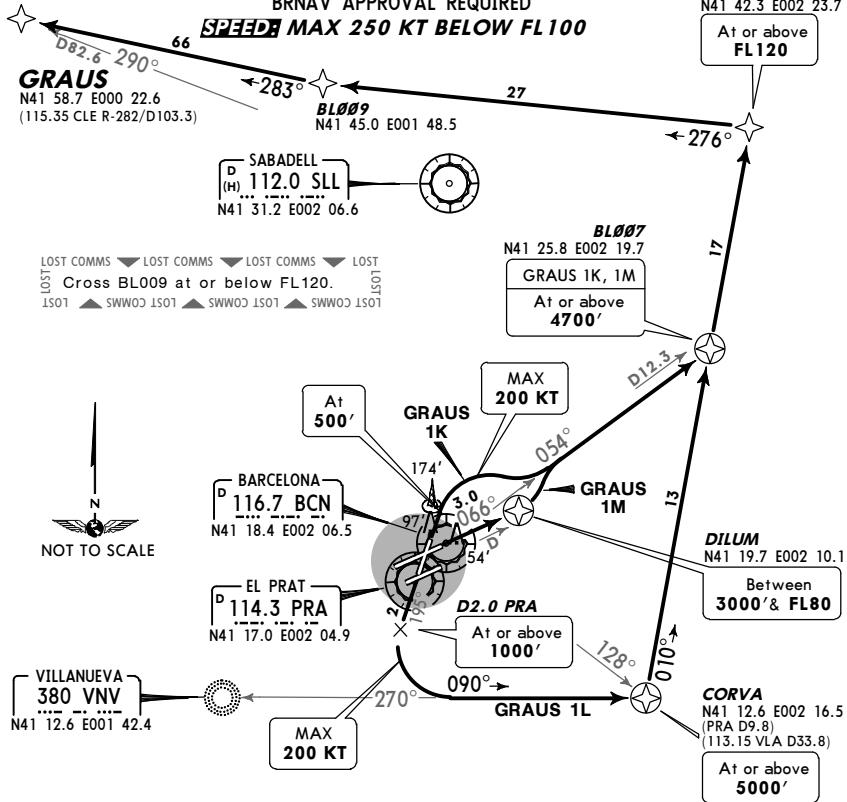


① 4300' within 15 NM

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

BRNAV APPROVAL REQUIRED

~~SPEED~~ MAX 250 KT BELOW FL100



LOST COMMS ▽ LOST COMMS ▽ LOST COMMS ▽ LOST  
Cross BL009 at or below FL120.  
LOST ▴ SSWOC 1501 ▴ SSWOC 1501 ▴ SSWOC 1501



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

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

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

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

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

LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-313) 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

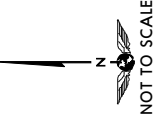
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED  
DME ASSOCIATED TO ILS ARE NOT  
USABLE FOR P-RNAV DEPARTURES

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

LOST COMMS → LOST COMMS → LOST  
Cross **BL056** at or below FL120,  
SWW03 LSOT → SWW03 LSOT

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

GRAUS  
N41 58.7 E000 22.6



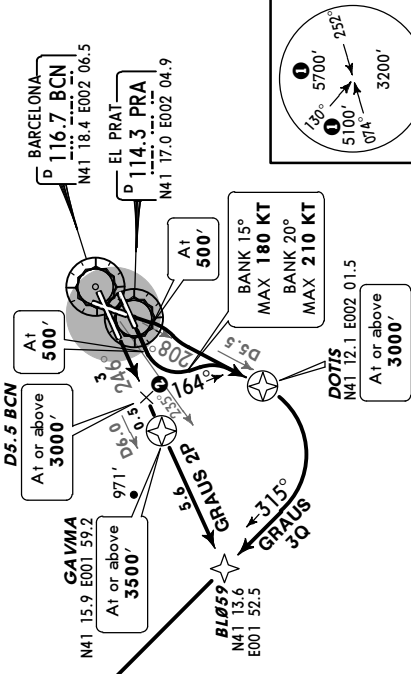
BL056  
N41 30.1 E001 30.5

GRAUS 2P  
This SID requires a minimum climb gradient  
or  
4% up to 1500'.

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

LERIDA  
404 LRD  
N41 33.2 E000 38.9  
At or above  
FL140

| Initial ATC clearance: Climb and maintain<br>and request flight level change enroute |                                                                                                  |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| SID                                                                                  | RWY                                                                                              |
| GRAUS 2P                                                                             | 25R                                                                                              |
|                                                                                      | INITIAL CLIMB<br>Climb on BCN R-246 to D5.5 BCN, then to GAVMA (D6.0 BCN).                       |
| GRAUS 3Q                                                                             | 20                                                                                               |
|                                                                                      | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to DOTIS (D5.5 PRA).            |
| GRAUS 3Q                                                                             | 25L                                                                                              |
|                                                                                      | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA). |
| ROUTING                                                                              |                                                                                                  |
| GRAUS 2P                                                                             | GAVMA (3500'+) - BL056 - LRD (FL140+) - GRAUS.                                                   |
|                                                                                      | GRAUS 3Q                                                                                         |
| GRAUS 3Q                                                                             | DOTIS (3000'+) - BL056 - LRD (FL140+) - GRAUS.                                                   |
|                                                                                      |                                                                                                  |



1 4300' within 15 NM

LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3J4) Eff 28 Jun

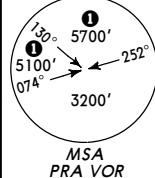
BARCELONA, SPAIN  
RNAV SID

Apt Elev  
14'

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.



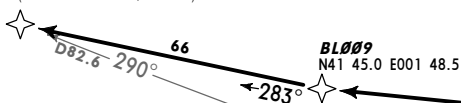
**GRAUS TWO ROMEO (GRAUS 2R) [GRAU2R]**  
**RWY 07R RNAV DEPARTURE**  
**BRNAV APPROVAL REQUIRED**  
**~~SPEED~~ MAX 250 KT BELOW FL100**

① 4300' within 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Cross BL009 at or below FL120.  
LOST ▲ SNNWOC 1501 ▲ SNNWOC 1501 ▲ SNNWOC 1501

**GRAUS**

N41 58.7 E000 22.6  
(115.35 CLE R-282/D103.3)



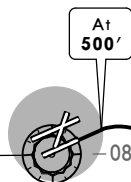
SABADELL  
D (H) 112.0 SLL  
N41 31.2 E002 06.6



**BL040**  
N41 42.3 E002 23.7

At or above  
**FL120**

EL PRAT  
D 114.3 PRA  
N41 17.0 E002 04.9



**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 GRAUS.

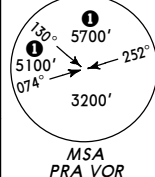
LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3J5) Eff 28 Jun

BARCELONA, SPAIN  
RNAV SID

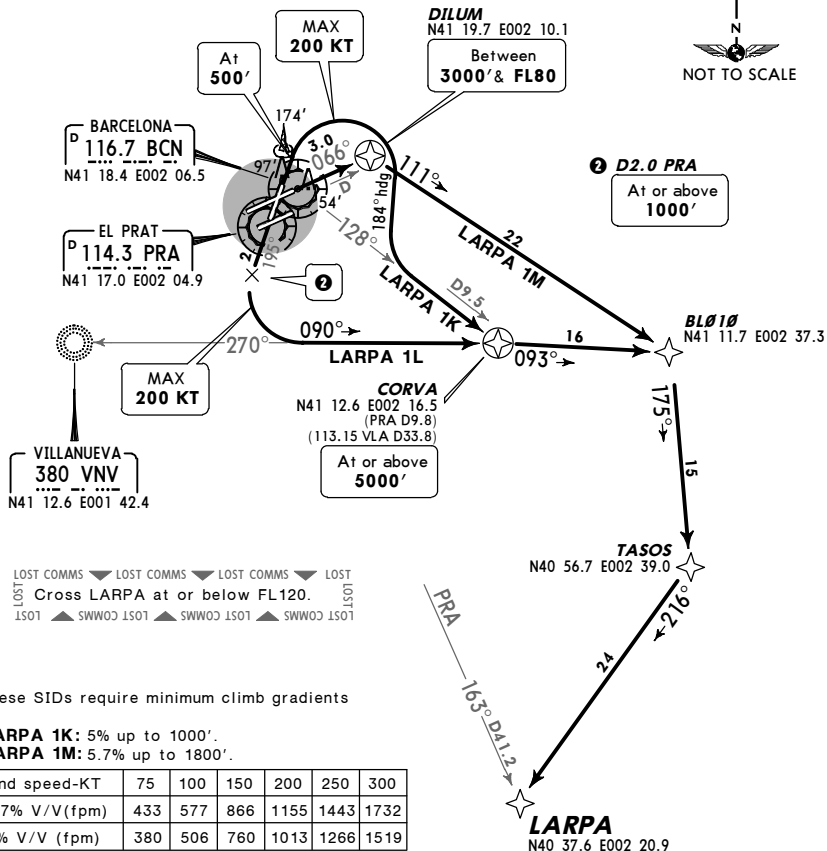
Apt Elev  
14'

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

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



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

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

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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                                       |
|----------|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LARPA 1K | 02<br>③ | Climb on runway heading to 500', turn RIGHT, 184° heading, intercept BCN R-128 to CORVA (D9.5 BCN), then to BL010, then to TASOS, then to LARPA.            |
| LARPA 1L | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL010, then to TASOS, then to LARPA. |
| LARPA 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL010, then to TASOS, then to LARPA.                                                 |

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

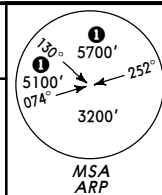
LEBL/BCN  
EL PRAT

JEPPESSEN  
22 JUN 12 (10-3J6) 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

LARPA TWO PAPA (LARPA 2P) [LARP2P]  
LARPA THREE QUEBEC (LARPA 3Q) [LARP3Q]

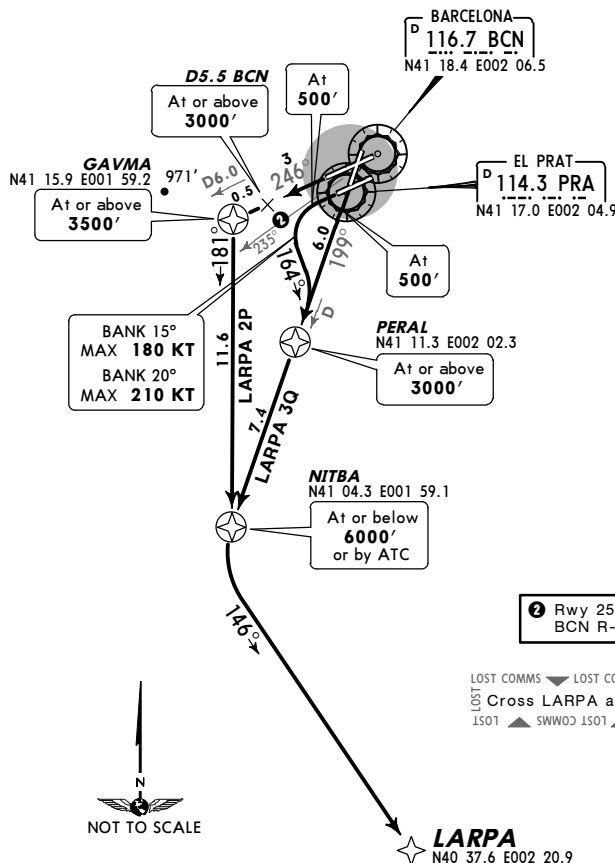
RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

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

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



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

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. |                                                                                                  |

CHANGES: RNAV SID LARPA 2Q renumbered 3Q & revised.

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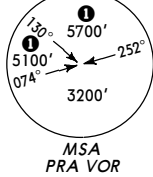
LEBL/BCN  
EL PRAT

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

BARCELONA, SPAIN  
RNAV SID

Apt Elev  
14'

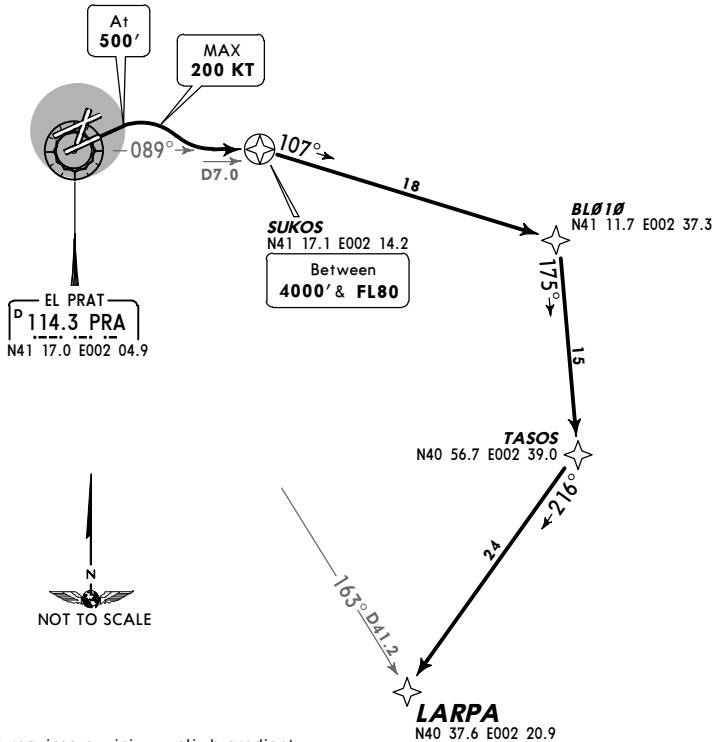
Trans level: By ATC Trans alt: 6000'  
1. This SID is a restricted RNAV procedure to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.  
2. For runway configuration refer to Airport Briefing pages.



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  
1501 Cross LARPA at or below FL120. 1501  
1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501



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

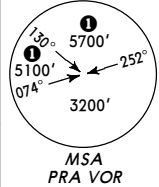
**Apt Elev 14'**

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.

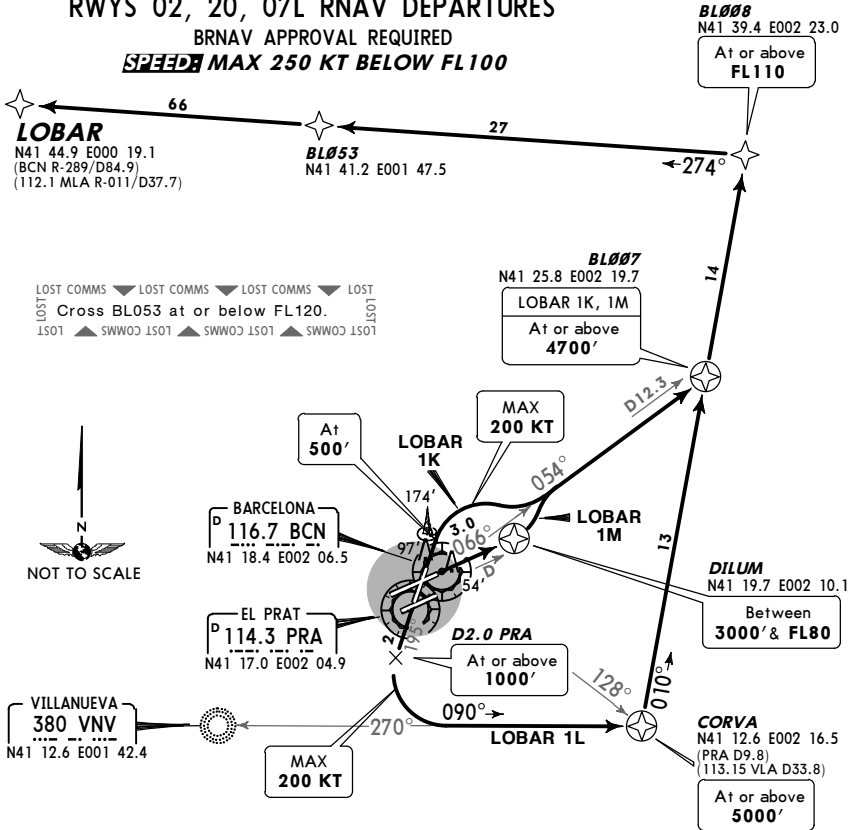
2. EXPECT close-in obstacles.

3. For runway configuration refer to Airport Briefing pages.



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

① 4300' within 15 NM



These SIDs require minimum climb gradients of

**LOBAR 1K:** 5% up to 1500'.

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

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

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

| SID      | RWY     | INITIAL CLIMB/ROUTING                                                                                                                                                 |
|----------|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LOBAR 1K | 02<br>② | Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL008, then to BL053, then to LOBAR.                                   |
| LOBAR 1L | 20      | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL008, then to BL053, then to LOBAR.           |
| LOBAR 1M | 07L     | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.3 BCN), turn LEFT to BL008, then to BL053, then to LOBAR. |

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

LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 10-3K Eff 28 Jun

BARCELONA, SPAIN  
RNAV SID

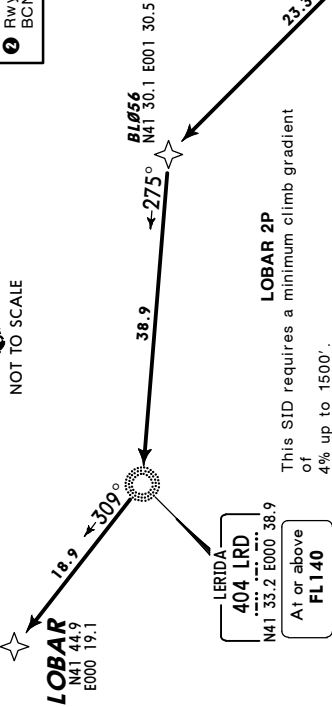
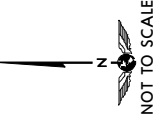
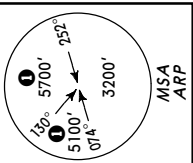
Apt Elev 14'  
Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.

LOBAR TWO PAPA  
(LOBAR 2P) [LOBA2P]  
LOBAR THREE QUEBEC  
(LOBAR 3Q) [LOBA3Q]  
RWYS 25R, 20, 25L  
RNAV DEPARTURES  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED  
DME ASSOCIATED TO ILS ARE NOT  
USABLE FOR P-RNAV DEPARTURES  
**~~SPEED~~ MAX 250 KT UNTIL FL100**

LOST COMMS → LOST COMMS → LOST COMMS → LOST  
Cross BL056 at or below FL120.  
LS01 → SHW03 LS01 → SHW03 LS01

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

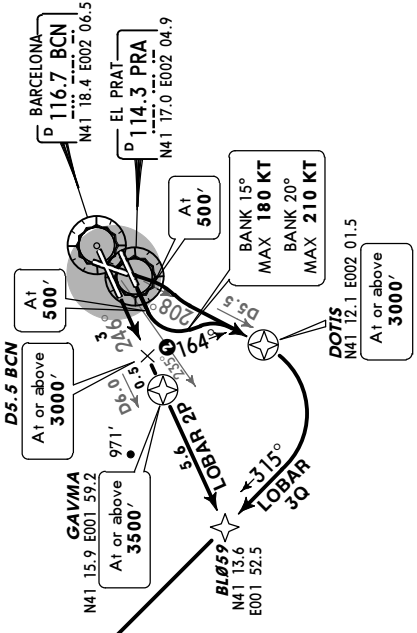
1 4300' within 15 NM



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

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

| Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute          |                                                |
|--------------------------------------------------------------------------------------------------|------------------------------------------------|
| SID                                                                                              | RWY                                            |
| LOBAR 2P                                                                                         | 25R                                            |
|                                                                                                  | 20                                             |
| Initial CLIMB                                                                                    |                                                |
| 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).            |                                                |
| Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to DOTIS (D5.5 PRA). |                                                |
| ROUTING                                                                                          |                                                |
| LOBAR 2P                                                                                         | GAVMA (3500'+) - BL056 - LRD (FL140+) - LOBAR. |
| LOBAR 3Q                                                                                         | DOTIS (3000'+) - BL056 - LRD (FL140+) - LOBAR. |



① 4300' within 15 NM

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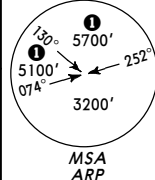
LEBL/BCN  
EL PRAT

JEPPESEN  
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]

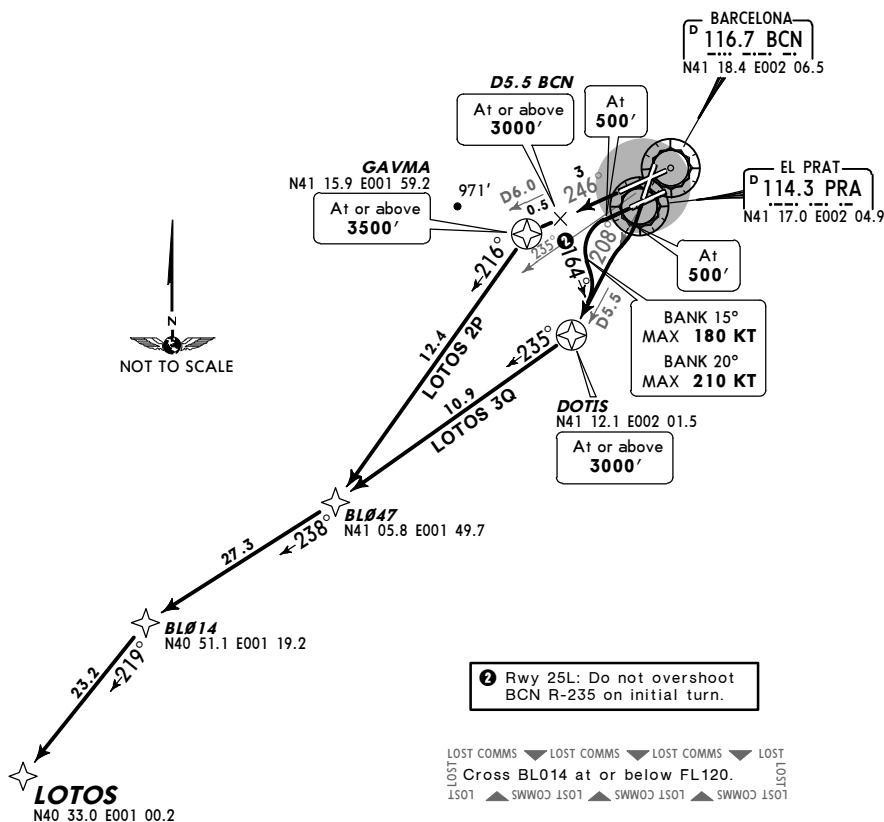
RWYS 25R, 20, 25L RNAV DEPARTURES

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', then 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. |                                                                                                  |

CHANGES: RNAV SID LOTOS 2Q renumbered 3Q & revised.

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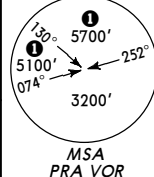
LEBL/BCN  
EL PRAT

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

BARCELONA, SPAIN  
RNAV SID

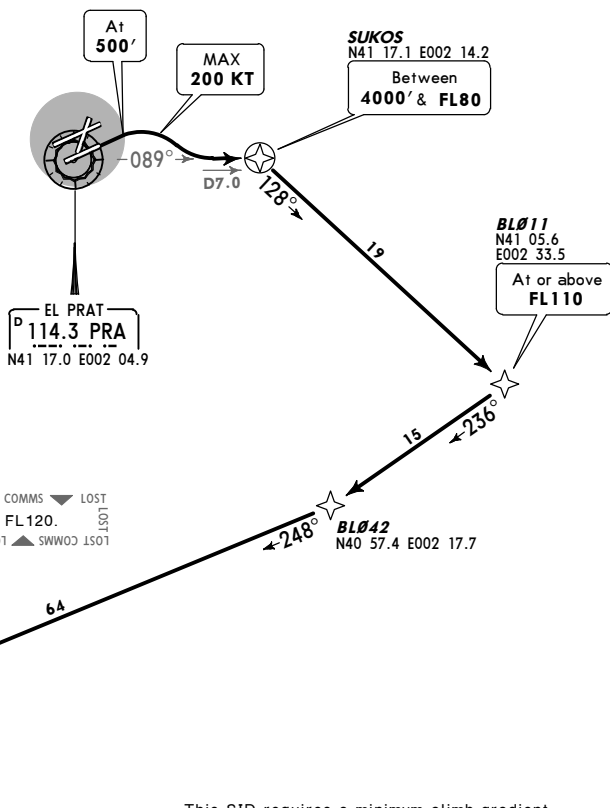
Apt Elev  
14'

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



① 4300' within 15 NM

LOTOS TWO ROMEO (LOTOS 2R) [LOTO2R]  
RWY 07R RNAV DEPARTURE  
BRNAV APPROVAL REQUIRED  
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

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

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

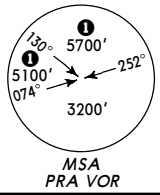
Apt Elev  
14'

Trans level: By ATC Trans alt: 6000'  
1. These SIDs are restricted 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.

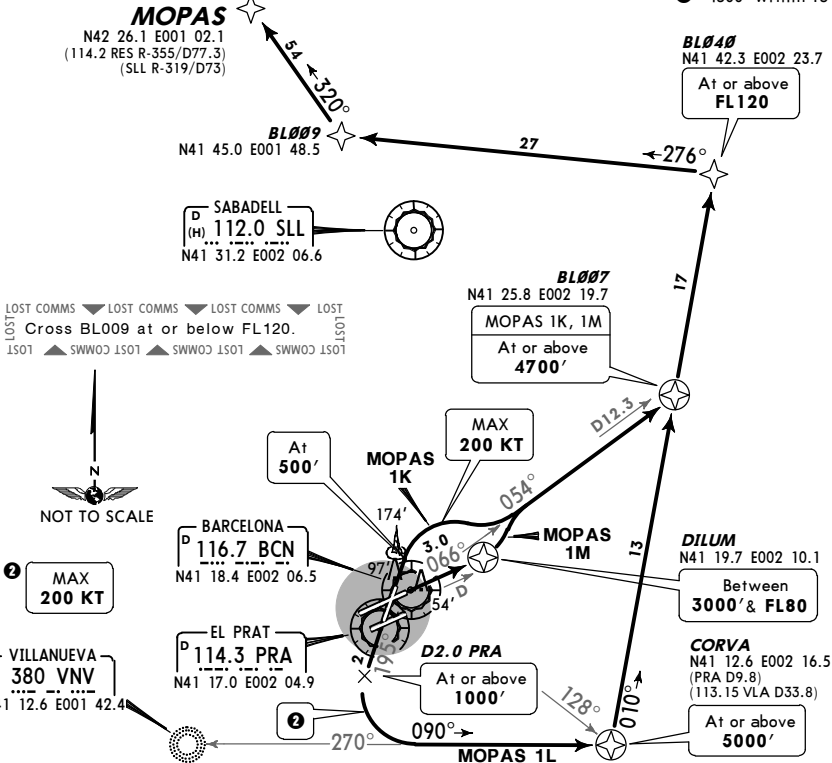
MOPAS ONE KILO (MOPAS 1K) [MOPA1K]  
MOPAS ONE LIMA (MOPAS 1L) [MOPA1L]  
MOPAS ONE MIKE (MOPAS 1M) [MOPA1M]  
RWYS 02, 20, 07L RNAV DEPARTURES

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<br>③ | Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.3 BCN), then to BL040, then to BL009, then to 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.

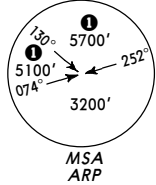
LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3L5) Eff 28 Jun

BARCELONA, SPAIN  
RNAV SID

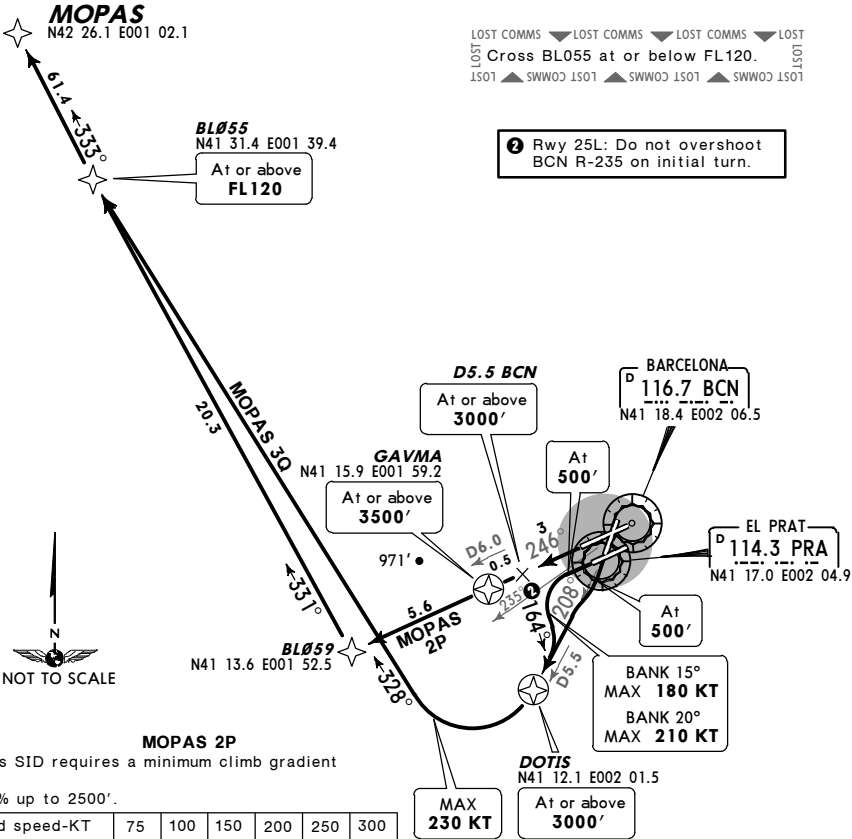
Apt Elev  
14'

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.  |                                                                                                  |

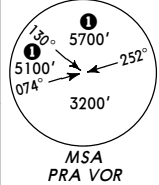
LEBL/BCN  
EL PRAT

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  
~~SPEEDS~~ 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 ▲ SWW03 LOST ▲ SWW03 LOST ▲ SWW03 LOST ▲ SWW03 LOST

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



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

At  
500'

MAX  
200 KT

D7.0

**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

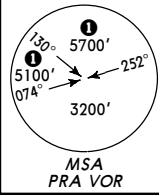
BARCELONA, SPAIN  
RNAV SID

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

~~SPEED~~ MAX 250 KT BELOW FL100



1 4300' within 15 NM

OKABI  
N42 37.0 E001 29.0  
(BCN R-341/D83.3)

BL009  
N41 45.0 E001 48.5

BL040  
N41 42.3 E002 23.7  
At or above  
FL120

LOST COMMS  
Cross BL009 at or below FL120.

BL007  
N41 25.8 E002 19.7  
OKABI 1K, 1M  
At or above  
4700'



2 MAX  
200 KT

BARCELONA  
116.7 BCN  
N41 18.4 E002 06.5

EL PRAT  
114.3 PRA  
N41 17.0 E002 04.9

VILLANUEVA  
380 VNV  
N41 12.6 E001 42.4

At  
500'

MAX  
200 KT

OKABI 1K

OKABI 1M

DILUM  
N41 19.7 E002 10.1  
Between  
3000' & FL80

D2.0 PRA  
At or above  
1000'

CORVA  
N41 12.6 E002 16.5  
(PRA D9.8)  
(113.15 VLA D33.8)  
At or above  
5000'

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

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

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

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

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

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.

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**

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

MSA  
ARP

4300' within 15 NM

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.  |                                                                                                  |

CHANGES: RNAV SID OKABI 2Q renumbered 3Q & revised.

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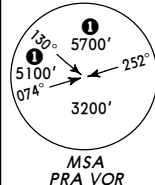
LEBL/BCN  
EL PRAT

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

BARCELONA, SPAIN  
RNAV SID

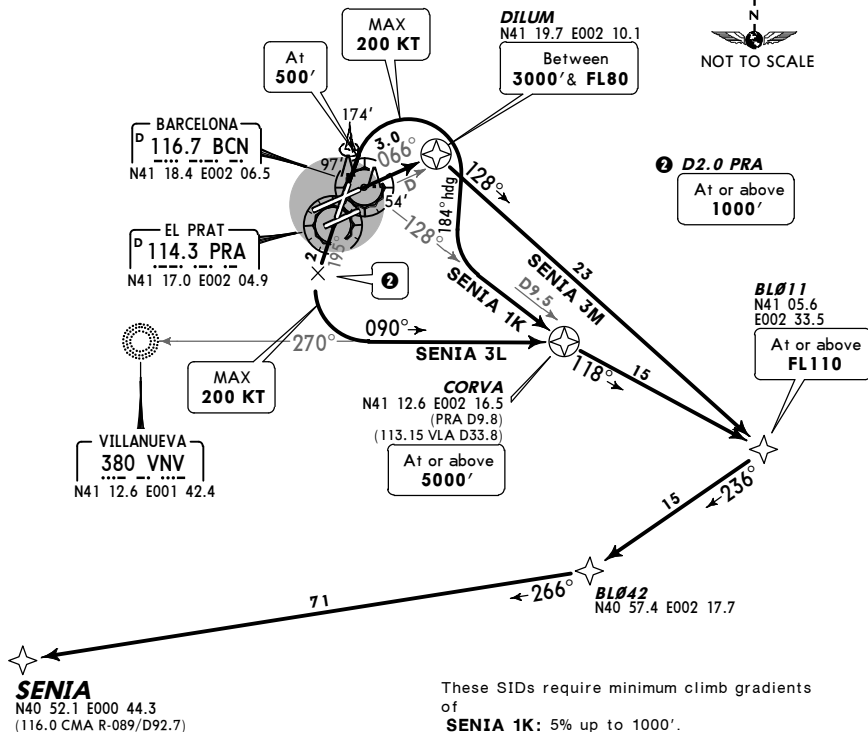
Apt Elev  
14'

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

SENIA ONE KILO (SENIA 1K) [SENI1K]  
SENIA THREE LIMA (SENIA 3L) [SENI3L]  
SENIA THREE MIKE (SENIA 3M) [SENI3M]  
RWYS 02, 20, 07L RNAV DEPARTURES  
BRNAV APPROVAL REQUIRED  
**~~SPEED~~ MAX 250 KT BELOW FL100**



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

These SIDs require minimum climb gradients of  
**SENIA 1K:** 5% up to 1000'.  
**SENIA 3M:** 5.7% up to 1800'.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST  
Cross BL042 at or below FL120.  
LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01

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

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

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

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



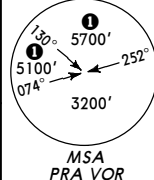
LEBL/BCN  
EL PRAT

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

BARCELONA, SPAIN  
RNAV SID

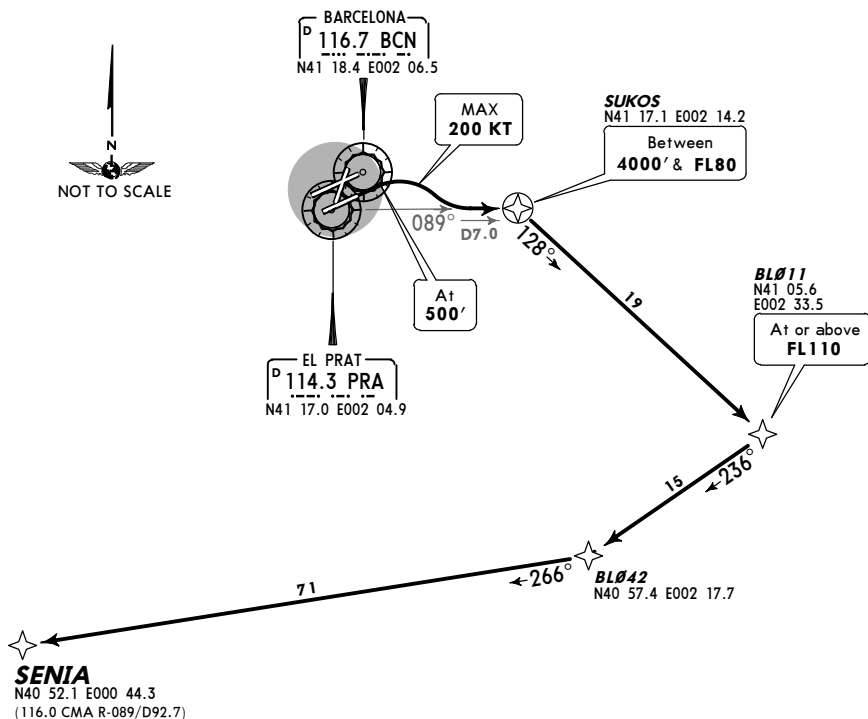
Apt Elev  
14'

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



① 4300' within 15 NM

**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.  
ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT ▲ SWW03 ISOT

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.

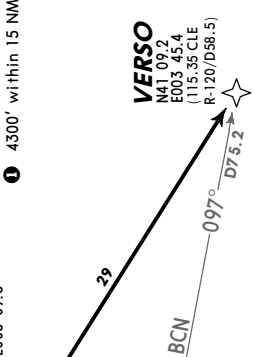
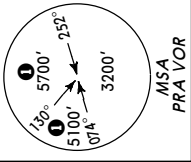
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 10-3N3 Eff 28 Jun

BARCELONA, SPAIN  
RNAV SID

Apt Elev  
14'

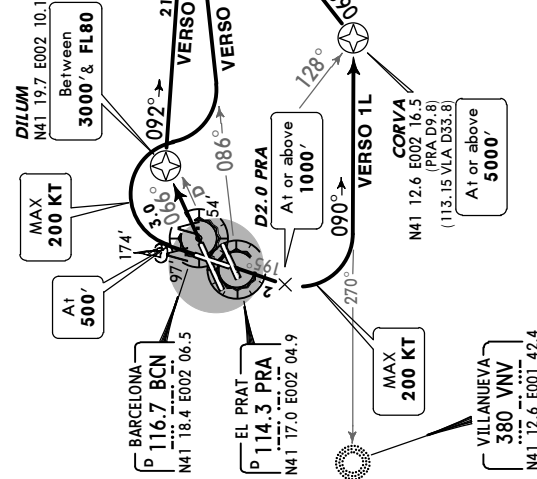
Trans level: By ATC Trans alt: 6000'  
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. EXPECT close-in obstacles. 3. For runway configuration refer to Airport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



VERSO ONE KILO  
(VERSO 1K) [VERSIK]  
VERSO ONE LIMA  
(VERSO 1L) [VERSIL]  
VERSO ONE MIKE  
(VERSO 1M) [VERSIM]  
RWYS 02, 20, 07L  
RNAV DEPARTURES  
BRNAV APPROVAL REQUIRED

**SPEEDS** MAX 250 KT BELOW FL100

LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST  
Cross VERSO at or below FL120.  
1501 ➤ SWW02 1501 ➤ SWW02 1501 ➤ SWW02 1501



NOT TO SCALE

These SIDs require minimum climb gradients of  
**VERSO 1K:** 5% up to 1000'.  
**VERSO 1M:** 5.7% up to 1800'.  
Gnd speed-KT 75 100 150 200 250 300  
5.7% V/V (fpm) 433 577 866 1155 1443 1732  
5% V/V (fpm) 380 506 760 1013 1266 1519

| Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute |     |                                                                                                                                                             |
|-----------------------------------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SID                                                                                     | RWY | INITIAL CLIMB/ROUTING                                                                                                                                       |
| VERSO 1K                                                                                | 02  | Climb on runway heading to 500'; turn RIGHT, intercept PRA R-086 to BL051 (D24.5 PRA), then to BL037, then to VERSO.                                        |
| VERSO 1L                                                                                | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, then to BL051, then to BL037, then to VERSO. |
| VERSO 1M                                                                                | 07L | Climb on runway heading to BCN, BCN R-066 to DILUM (D3.0 BCN), then to BL051, then to BL037, then to VERSO.                                                 |
| Turns before departure end of runway (DER) are not allowed.                             |     |                                                                                                                                                             |

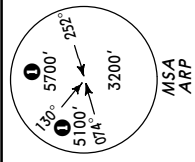
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 10-3N4 Eff 28 Jun

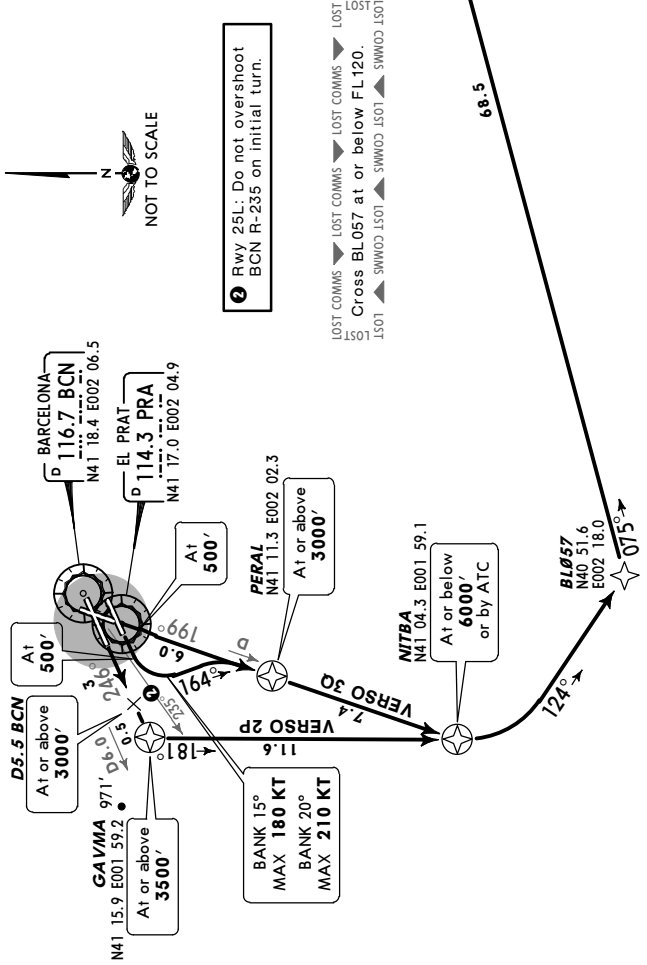
BARCELONA, SPAIN  
RNAV SID

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

VERSO TWO PAPA (VERSO 2P) [VERS2P]  
VERSO THREE QUEBEC (VERSO 3Q) [VERS3Q]  
RWYS 25R, 20, 25L RNAV DEPARTURES  
RNAV (DME/DME)  
P-RNAV APPROVAL REQUIRED  
DME ASSOCIATED TO ILS ARE NOT  
USABLE FOR P-RNAV DEPARTURES  
**~~SPEED~~ MAX 250 KT UNTIL FL100**



| Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute |                                                  |
|-----------------------------------------------------------------------------------------|--------------------------------------------------|
| SID                                                                                     | RWY                                              |
| INITIAL CLIMB                                                                           |                                                  |
| VERSO 2P                                                                                | 25R                                              |
| VERSO 3Q                                                                                | 20                                               |
|                                                                                         | 25L                                              |
| ROUTING                                                                                 |                                                  |
| VERSO 2P                                                                                | GAVMA (3500'+) - NITBA (6000'-) - BL057 - VERSO. |
| VERSO 3Q                                                                                | PERAL (3000'+) - NITBA (6000'-) - BL057 - VERSO. |



LEBL/BCN  
EL PRAT

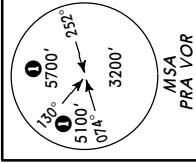
JEPPESSEN  
22 JUN 12 (10-3N5) Eff 28 Jun

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.

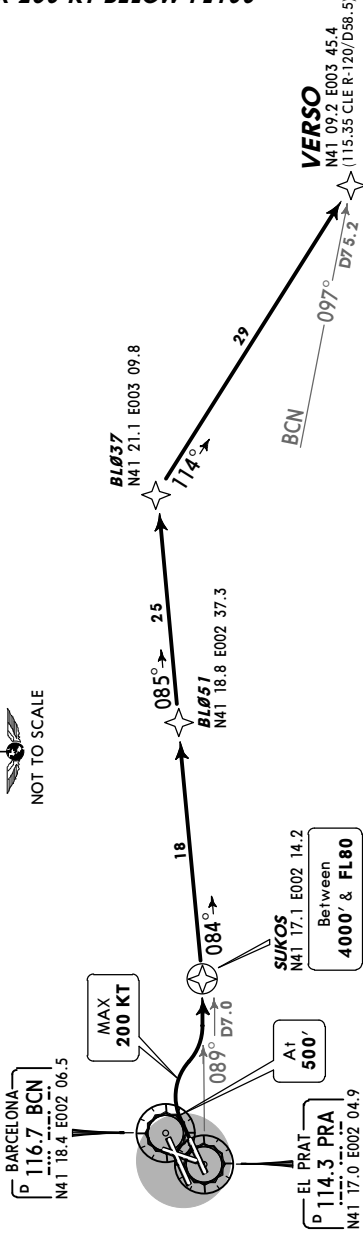
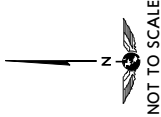
VERSO TWO ROMEO (VERSO 2R) [VERS2R]  
RWY 07R RNAV DEPARTURE  
B-RNAV APPROVAL REQUIRED  
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

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

LOST COMMS ➤ LOST COMMS ➤ LOST COMMS ➤ LOST  
Cross VERSO at or below FL120.  
LSOT ➤ SWW02 LSOT ➤ SWW02 LSOT ➤ SWW02 LSOT



|                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------|
| Turns before departure end of runway (DER) are not allowed.                                                                        |
| Initial ATC clearance: Climb and maintain <b>FL120</b> and request flight level change enroute                                     |
| <b>INITIAL CLIMB/ROUTING</b>                                                                                                       |
| 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. |

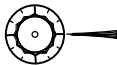
4300' within 15 NM

Trans level: By ATC    Trans alt: 6000'

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



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



BAGUR  
 D 112.2 BGR  
 (H)  
 N41 56.9 E003 12.5

**AGENA**  
0.7 E003 29.3

**SALON**  
N41 29.7

N41 26.4 E002 51.9

077-

**D12.0 PRA**

**D27.0 PRA**  
N41 13.6

5 E002 4

**Cross AGENA at or below FL120.**

N41 12.4 E002 40.1

At or above

4000'

41 12.6 E001 42.4

## ROUTING

R-195 to D2.0 PRA, turn LEFT, intercept  
27.0 PRA, turn LEFT, intercept BGR R-207  
I to AGENA.

GHT, intercept PRA R-097 to D27.0 PRA,  
intercept BCN R-077 via SALON to AGENA.

These SIDs require minimum climb gradients

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

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

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

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

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AGENA THREE DELTA  
(AGENA 3D) [AGEN3D]  
AGENA THREE WHISKEY  
(AGENA 3W) [AGEN3W]  
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

|  |  |  |
|--|--|--|
|  |  |  |
|--|--|--|

NOT TO SCALE

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

---

BCN

107°

10

0 VLA at or below FL120.

LOST COMMS ▼ LOST COMMS ▼ LOST C

25L: Do not overshoot

R-235 on initial turn.

—

These circles

These SIDs have gradients of

AGENA 3D:  
AGENA 3W:

|              |    |
|--------------|----|
| Gnd speed-KT | 75 |
|--------------|----|

|               |     |
|---------------|-----|
| 6.1% V/V(fpm) | 463 |
|---------------|-----|

|               |     |
|---------------|-----|
| 5.0% V/V(fpm) | 380 |
|---------------|-----|

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LEBL/BCN  
EL PRAT

JEPPESSEN  
30 MAR 12 (10-3P) Eff 5 Apr

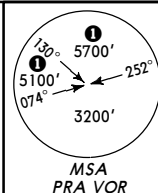
BARCELONA, SPAIN  
SID

Apt Elev  
14'

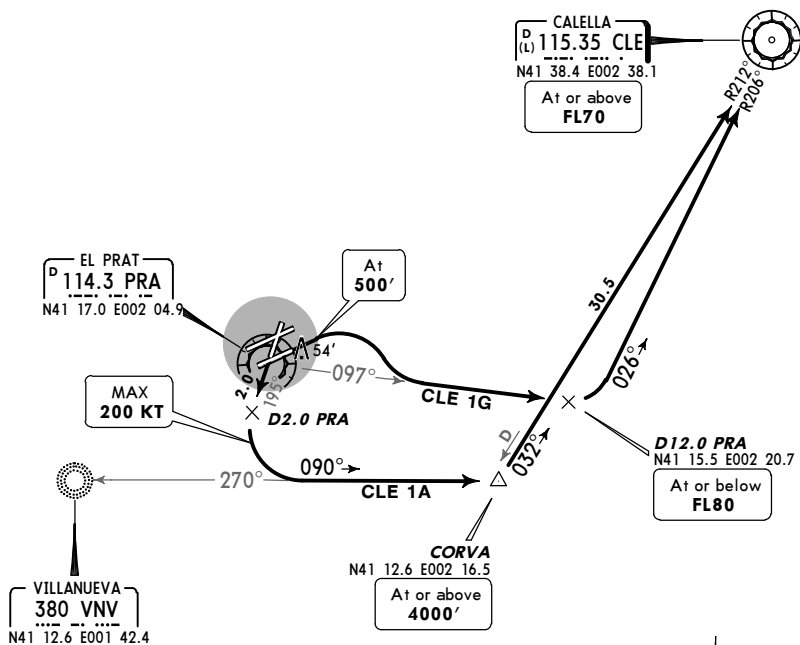
Trans level: By ATC Trans alt: 6000'

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**



① 4300' within 15 NM



These SIDs require minimum climb gradients of

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

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

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

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

CHANGES: SID CLE 1G climb gradient established; close-in obstacles estbl'd.

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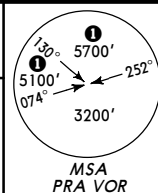
LEBL/BCN  
EL PRAT

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.

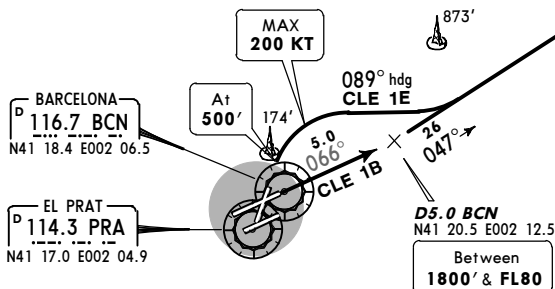


① 4300' within 15 NM

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



CALELLA  
D (L) 115.35 CLE  
N41 38.4 E002 38.1  
At or above  
FL70



These SIDs require minimum climb gradients  
of

**CLE 1B**

5.6% to D5.0 BCN.

**CLE 1E**

5.0% until leaving 1000'.

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

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

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

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

CHANGES: Close-in obstacles revised.

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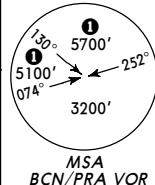
LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3Q1) Eff 28 Jun

BARCELONA, SPAIN  
SID

Apt Elev  
14'

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



① 4300' within 15 NM

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



SABADELL  
(H) 112.0 SLL  
N41 31.2 E002 06.6

CALELLA  
(L) 115.35 CLE  
N41 38.4 E002 38.1

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

BARCELONA  
(L) 116.7 BCN  
N41 18.4 E002 06.5

EL PRAT  
(L) 114.3 PRA  
N41 17.0 E002 04.9

D10.2 BCN  
N41 14.3 E001 54.1

At or above  
3000'

At  
500'

At  
500'

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

VILLANUEVA  
380 VNV  
N41 12.6 E001 42.4

CLE 2D  
At or above  
4800'

CLE 3W  
At or above  
5000'

D8.0 PRA  
N41 09.9 E001 59.9  
At or above  
2500'

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

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

Initial ATC clearance:

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

| SID    | RWY     | ROUTING                                                                                                                                                                                                             |
|--------|---------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CLE 2D | 25R     | Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.                                                         |
| CLE 3W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE.            |
|        | 25L     | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept SLL R-248 inbound to SLL, SLL R-073 to CLE. |

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

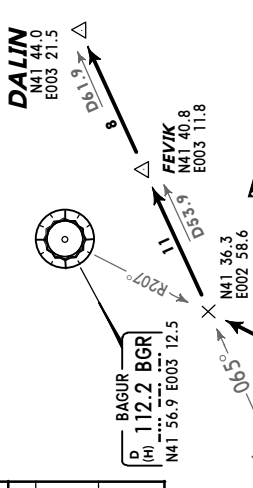
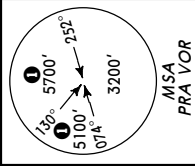
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3Q2) Eff 28 Jun

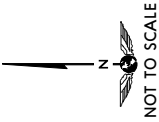
BARCELONA, SPAIN  
SID

Apt Elev  
14'

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



DALIN ONE ALFA  
(DALIN 1A) [DAL11A]  
DALIN ONE GOLF  
(DALIN 1G) [DAL11G]  
RWYS 20, 07R DEPARTURES  
MAX 250 KT BELOW FL100



4300' within 15 NM

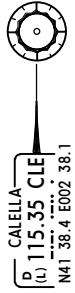
Initial ATC clearance:

Climb and maintain FL120 and request flight level change enroute

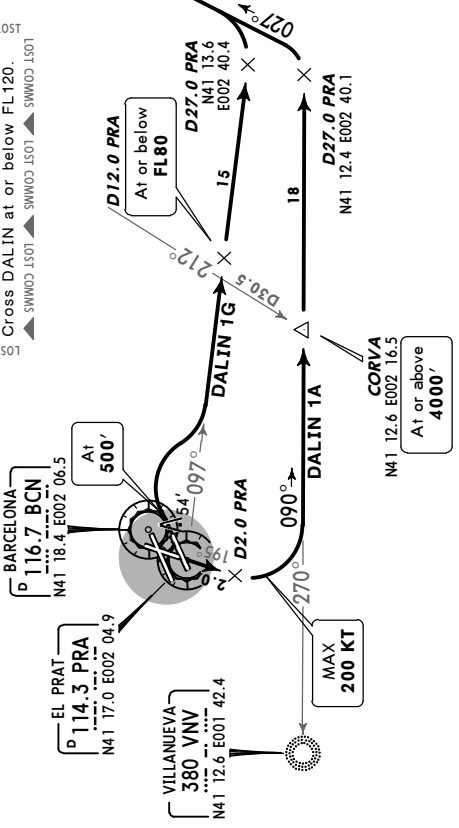
| SID      | RWY | ROUTING                                                                                                                                                                                                      |
|----------|-----|------------------------------------------------------------------------------------------------------------------------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

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

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



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

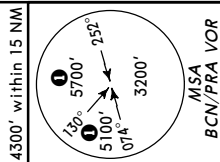




Trans level: By ATC    Trans alt: 6000'

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

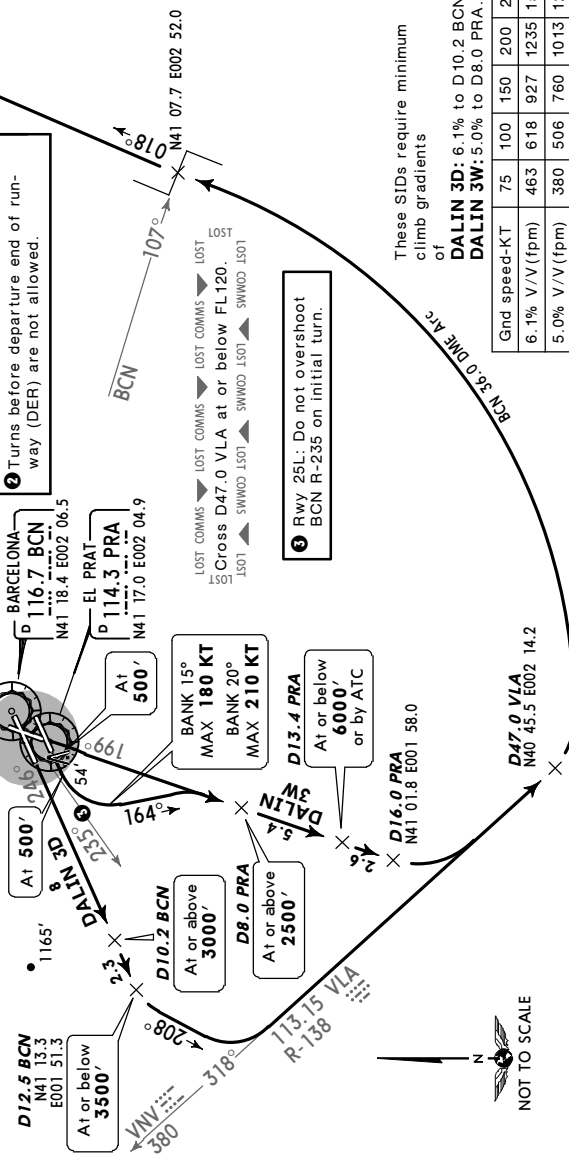
DALIN THREE DELTA  
(DALIN 3D) [DALI3D]  
DALIN THREE WHISKEY  
(DALIN 3W) [DALI3W]  
RWYS 25R, 20, 25L DEPARTURES  
**SPEED** MAX 250 KT BELOW FL100



| 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 |

of  
DALIN 3D: 6.1% to D10.2 B  
DALIN 3W: 5.0% to D8.0 PR

| <b>DALIN 3D, 3W:</b> Initial ATC clearance: Climb and maintain <b>DALIN 3W:</b> Maintain <b>6000'</b> until D13.4 PRA except ATC clearance                                                                                                                                                                 |            |                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SID                                                                                                                                                                                                                                                                                                        | RWY        | ROUTING                                                                                                                                                                                                                                                                                        |
| <b>DALIN 3D</b>                                                                                                                                                                                                                                                                                            | <b>25R</b> | 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.                                              |
| <b>DALIN 3W</b>                                                                                                                                                                                                                                                                                            | <b>20</b>  | 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.            |
|                                                                                                                                                                                                                                                                                                            | <b>25L</b> | 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. |
| <div style="display: flex; align-items: center;"> <div style="margin-right: 20px;"> <b>D 12.5 BCN</b><br/> <small>N41 13.3</small> </div> <div style="margin-left: 20px;"> <p>• 1165'</p> <p>A1 500'    h30°</p> <p><b>BARCELONA</b></p> <p><b>D 116.7 BCN</b><br/> <small>.....</small></p> </div> </div> |            |                                                                                                                                                                                                                                                                                                |
| <div style="display: flex; justify-content: space-between;"> <span><b>D 12.5 BCN</b><br/><small>N41 13.3</small></span> <span>Turns before departure end of run-<br/>way (DER) are not allowed.</span> </div>                                                                                              |            |                                                                                                                                                                                                                                                                                                |



LEBL/BCN  
EL PRAT

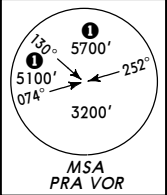
JEPPesen  
30 MAR 12 (10-3Q5) Eff 5 Apr

BARCELONA, SPAIN  
SID

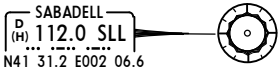
Apt Elev  
14'

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

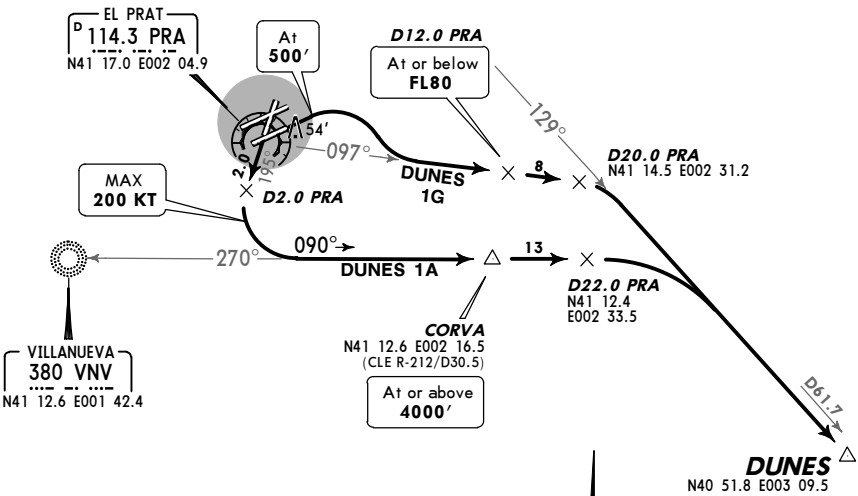
DUNES ONE ALFA (DUNES 1A) [DUNE1A]  
DUNES ONE GOLF (DUNES 1G) [DUNE1G]  
RWYS 20, 07R DEPARTURES  
~~SPEED~~ MAX 250 KT BELOW FL100



① 4300' within 15 NM



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼  
Cross DUNES at or below FL120.  
▲ SSWW03 1501 ▲ SSWW03 1501 ▲ SSWW03 1501



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.                                               |



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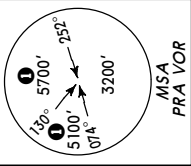
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LEBL/BCN  
EL PRAT

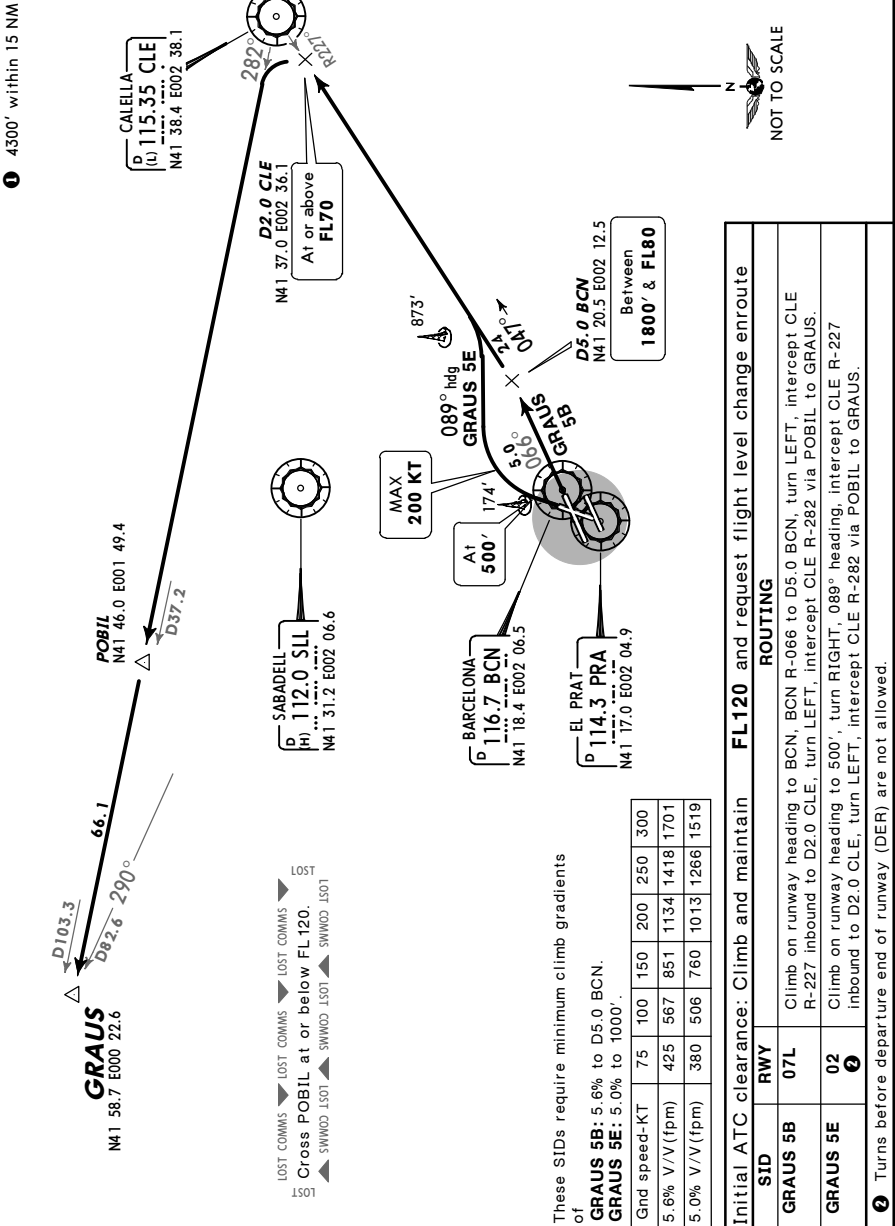
JEPPesen  
22 JUN 12 (10-3S) Eff 28 Jun

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.



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



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

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

| Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute |     |                                                                                                                                                               |
|-----------------------------------------------------------------------------------------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SID                                                                                     | RWY | ROUTING                                                                                                                                                       |
| GRAUS 5B                                                                                | 07L | Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS. |
| GRAUS 5E                                                                                | 02  | Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 via POBIL to GRAUS.        |

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

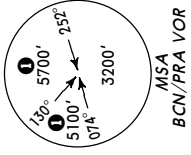
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3T) Eff 28 Jun

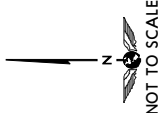
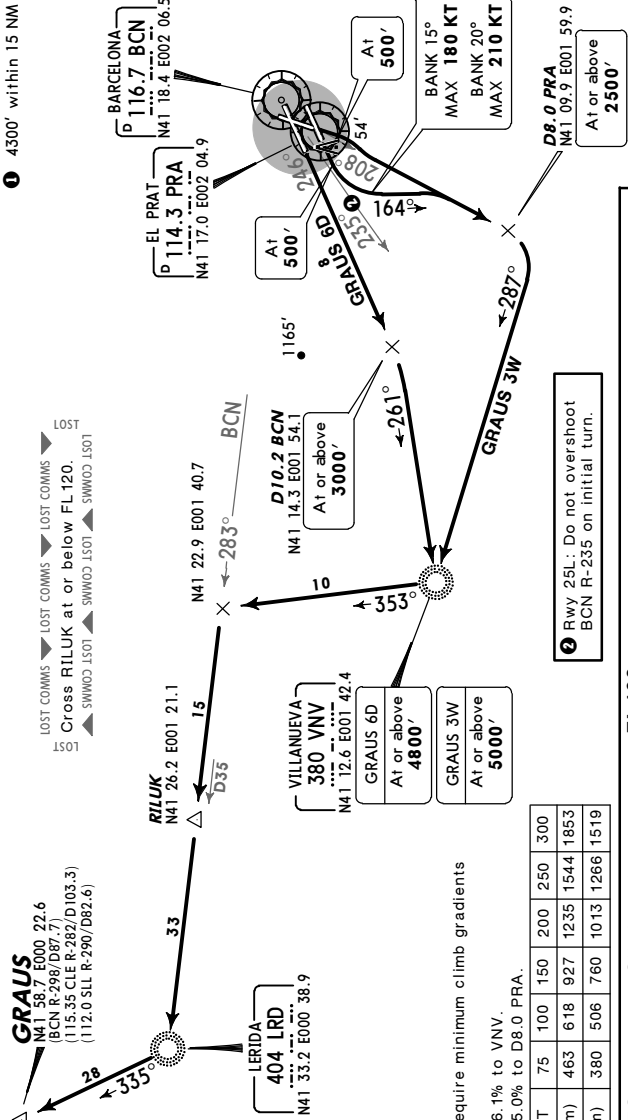
BARCELONA, SPAIN  
SID

Apt Elev  
14'

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



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



| ROUTING                                   |                                               |
|-------------------------------------------|-----------------------------------------------|
| Initial ATC clearance: Climb and maintain | FL120 and request flight level change enroute |
| SID                                       | RWY                                           |
| GRAUS 6D                                  | 25R                                           |
| GRAUS 3W                                  | 20                                            |
| 25L                                       |                                               |

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

GRAUS  
N41 58.7 E000 22.6  
(BCN R-298/D87.7)  
(115.35 CLE R-282/D103.3)  
(112.0 SLL R-290/D82.6)

RILUK  
N41 26.2 E001 21.1  
D35

LERIDA  
404 LRD  
N41 33.2 E000 38.9

VILLANUEVA  
350 VNV  
N41 12.6 E001 42.4

GRAUS 6D  
At or above  
4800'

GRAUS 3W  
At or above  
5000'

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

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

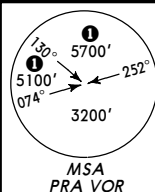
LEBL/BCN  
EL PRAT

JEPPESEN  
30 MAR 12 (10-3T) 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.



① 4300' within 15 NM

LARPA ONE ALFA (LARPA 1A) [LARPIA]

LARPA ONE GOLF (LARPA 1G) [LARP1G]

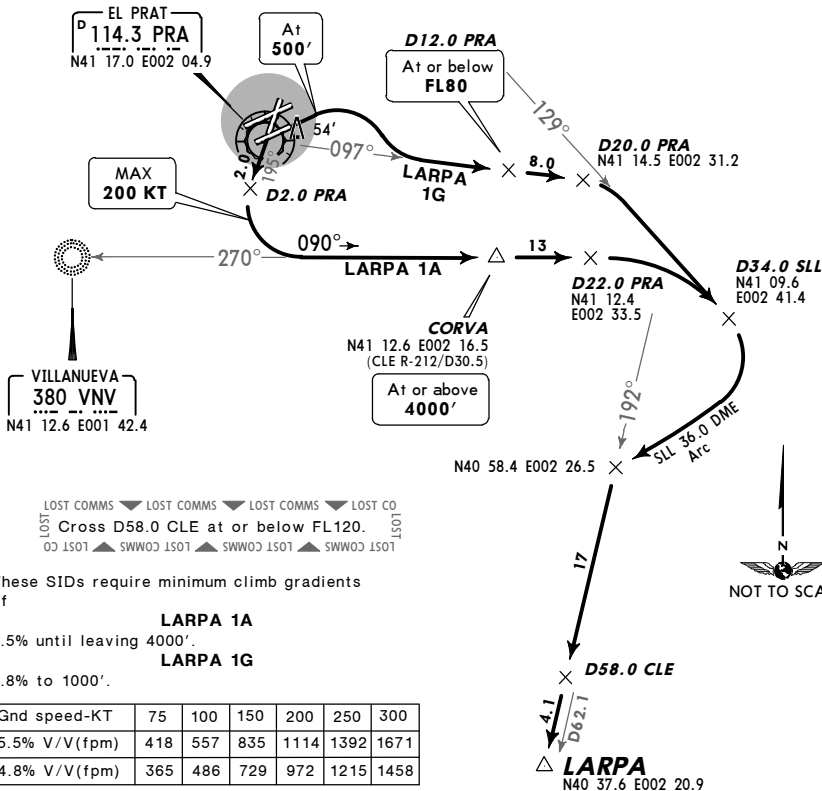
RWYS 20, 07R DEPARTURES

**SPEED MAX 250 KT BELOW FL100**

SABADELL  
D(H) 112.0 SLL  
N41 31.2 E002 06.6



CALELLA  
D(L) 115.35 CLE  
N41 38.4 E002 38.1



These SIDs require minimum climb gradients of

**LARPA 1A**  
5.5% until leaving 4000'.

**LARPA 1G**  
4.8% to 1000'.

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

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

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

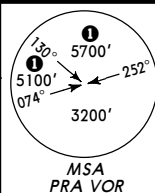
LEBL/BCN  
EL PRAT

JEPPesen  
30 MAR 12 (10-3T2) Eff 5 Apr

BARCELONA, SPAIN  
SID

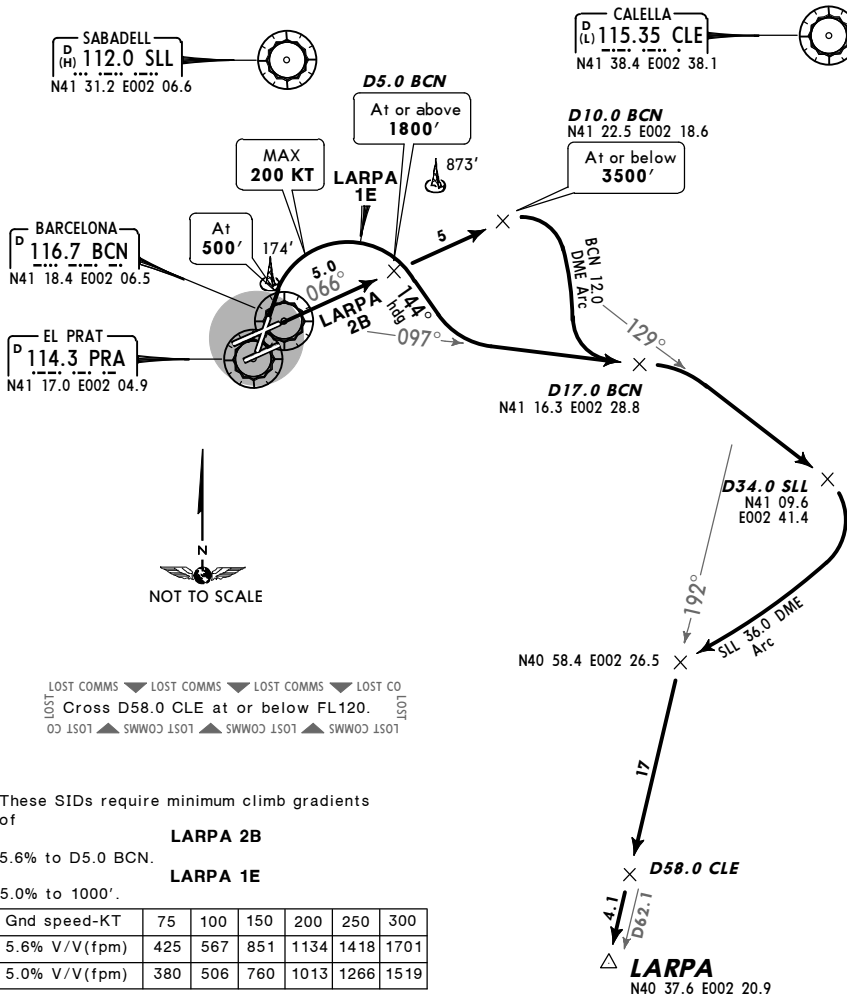
Apt Elev  
14'

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



① 4300' within 15 NM

LARPA TWO BRAVO (LARPA 2B) [LARP2B]  
LARPA ONE ECHO (LARPA 1E) [LARP1E]  
RWYS 07L, 02 DEPARTURES  
**SPEED MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients  
of

**LARPA 2B**

5.6% to D5.0 BCN.

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

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



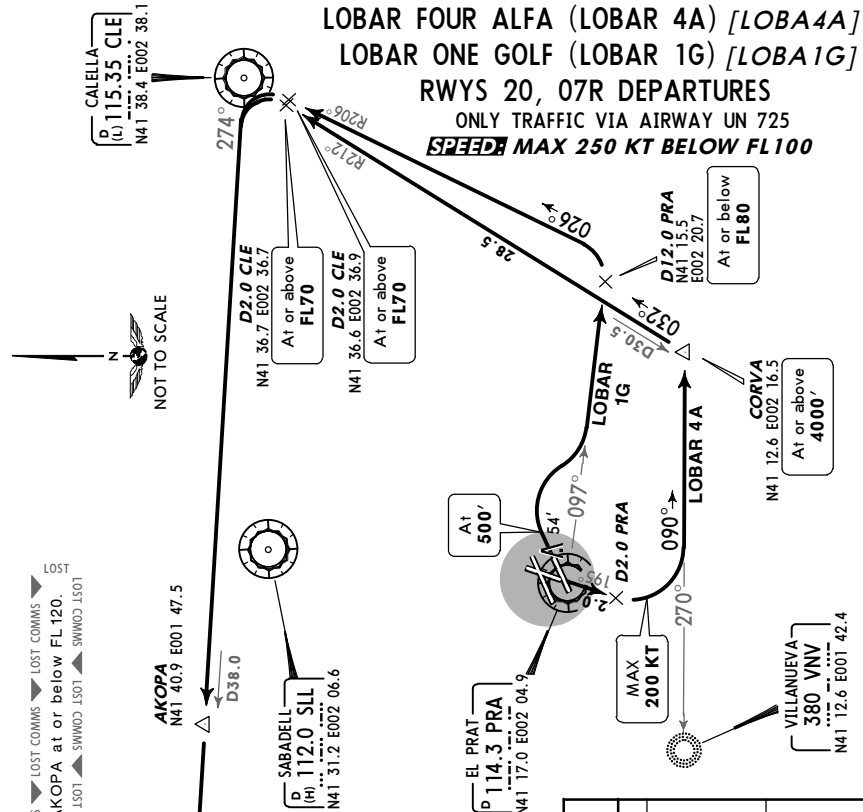
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3T4) Eff 28 Jun

BARCELONA, SPAIN  
SID

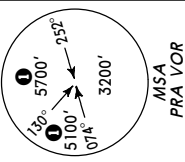
Apt Elev  
14'

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



LOST COMMS > LOST COMMS > LOST  
Cross AKOPA at or below FL120.  
SWW02 1501 > SWW02 1501 > SWW02 1501

4300' within 15 NM



LOBAR  
N41 44.9 E000 19.1

LOBAR 4A  
N41 40.9 E001 47.5

AKOPA  
N41 40.9 E001 47.5

SABADELL  
N41 31.2 E002 06.6

| Grnd 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 |

These SIDs require minimum climb gradients  
of  
LOBAR 4A: 5.5% until leaving 4000'.  
LOBAR 1G: 4.8% to 1000'.

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

| SID      | RWY | ROUTING                                                                                                                                                                                                               |
|----------|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LOBAR 4A | 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 via AKOPA to LOBAR. |
| LOBAR 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 via AKOPA to LOBAR.                                 |

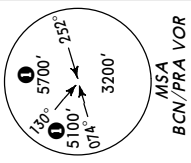
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LEBL/BCN  
EL PRAT

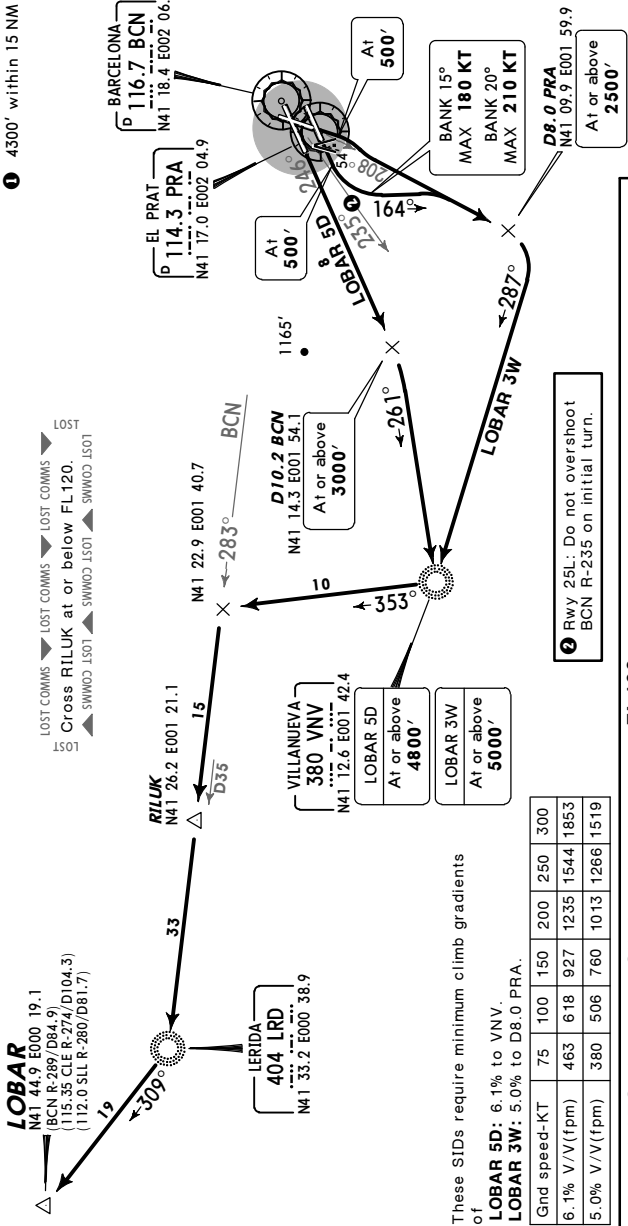
JEPPesen  
22 JUN 12 (10-3T6) Eff 28 Jun

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.



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



| ROUTING                                                                                                                                                                                                                                                       |                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|
| Initial ATC clearance: Climb and maintain                                                                                                                                                                                                                     | FL120 and request flight level change enroute |
| SID                                                                                                                                                                                                                                                           | RWY                                           |
| LOBAR 5D                                                                                                                                                                                                                                                      | 25R                                           |
| LOBAR 3W                                                                                                                                                                                                                                                      | 20                                            |
|                                                                                                                                                                                                                                                               | 25L                                           |
| Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.                                                         |                                               |
| Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.            |                                               |
| Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 353° bearing, intercept BCN R-283 to RILUK, intercept 283° bearing to LRD, turn RIGHT, 309° bearing to LOBAR. |                                               |

|               |     |     |     |      |      |      |
|---------------|-----|-----|-----|------|------|------|
| 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  
LOBAR 5D: 6.1% to VNV.  
LOBAR 3W: 5.0% to D8.0 PRA.

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



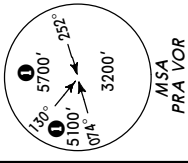
LEBL/BCN  
EL PRAT

JEPPesen  
30 MAR 12 (10-3T8) Eff 5 Apr

BARCELONA, SPAIN  
SID

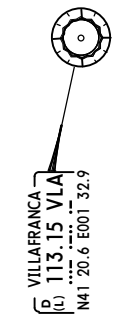
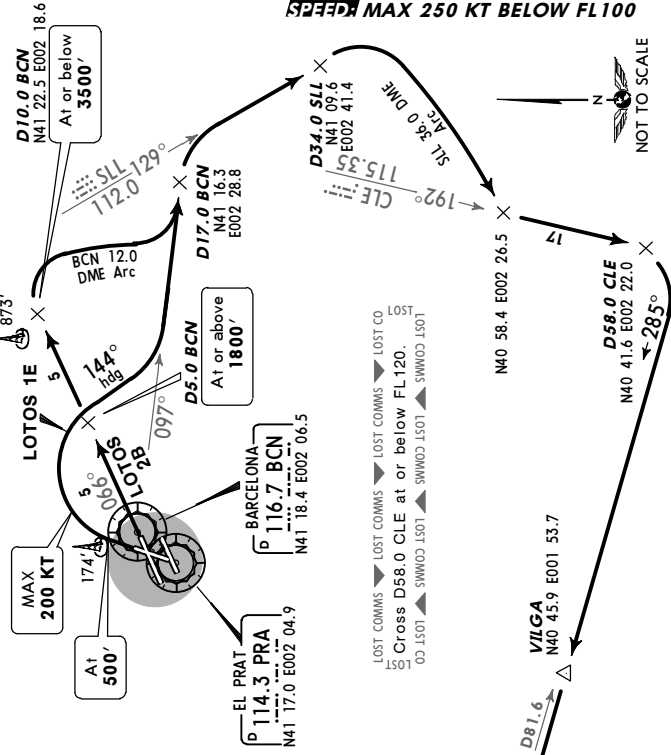
Apt Elev  
14'

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



MSA  
PRA VOR  
① 4300' within 15 NM

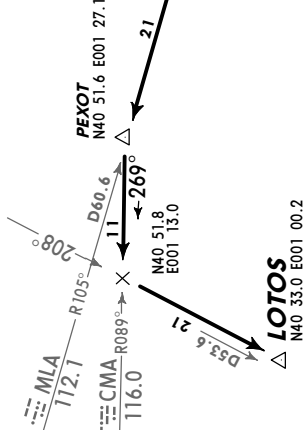
LOTOS TWO BRAVO  
(LOTOS 2B) [LOTO2B]  
LOTOS ONE ECHO  
(LOTOS 1E) [LOTO1E]  
RWYS 07L, 02 DEPARTURES  
WHEN CMA COVERAGE FAILURE BELOW FL240  
RADAR ASSISTANCE IS AVAILABLE  
**MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients of

LOTOS 2B  
5.6% to D5.0 BCN.  
LOTOS 1E  
5.0% to 1000'.

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



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

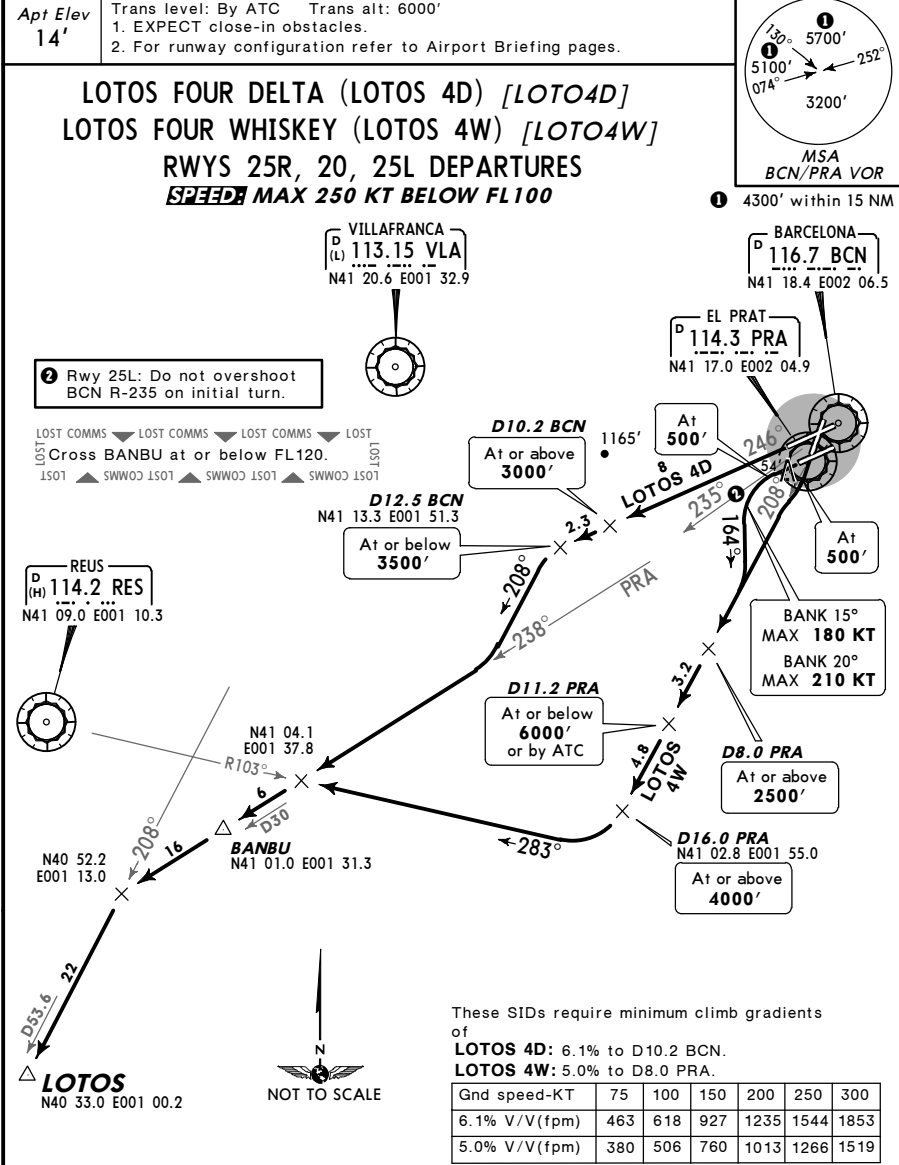
ROUTING

| SID      | RWY | Initial ATC clearance: Climb and maintain <b>FL120</b> and request flight level change enroute                                                                                                                                                                                                                                                                                      |
|----------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LOTOS 2B | 07L | Climb on runway heading to BCN, BCN R-066 to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS. |
| LOTOS 1E | 02  | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound, intercept VLA R-208 to LOTOS.                                  |
|          |     | ② Turns before departure end of runway (DER) are not allowed.                                                                                                                                                                                                                                                                                                                       |

LEBL/BCN  
EL PRAT

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

BARCELONA, SPAIN  
SID



LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3V) 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.

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

5700'

5100'

3200'

130°

252°

074°

MSA  
PRA VOR

4300' within 15 NM

These SIDs require minimum climb gradients of

- MOPAS 5A: 5.5% until leaving 4000'.
- MOPAS 1G: 4.8% to 1000'.

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

| Initial ATC clearance:<br>Climb and maintain <b>FL120</b> and request flight level change enroute |     |                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SID                                                                                               | RWY | ROUTING                                                                                                                                                                                                                                               |
| MOPAS 5A                                                                                          | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS. |
| MOPAS 1G                                                                                          | 07R | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319 to MOPAS.                                 |

CHANGES: None.

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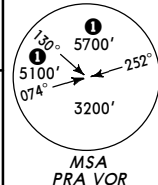
LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3V1) Eff 28 Jun

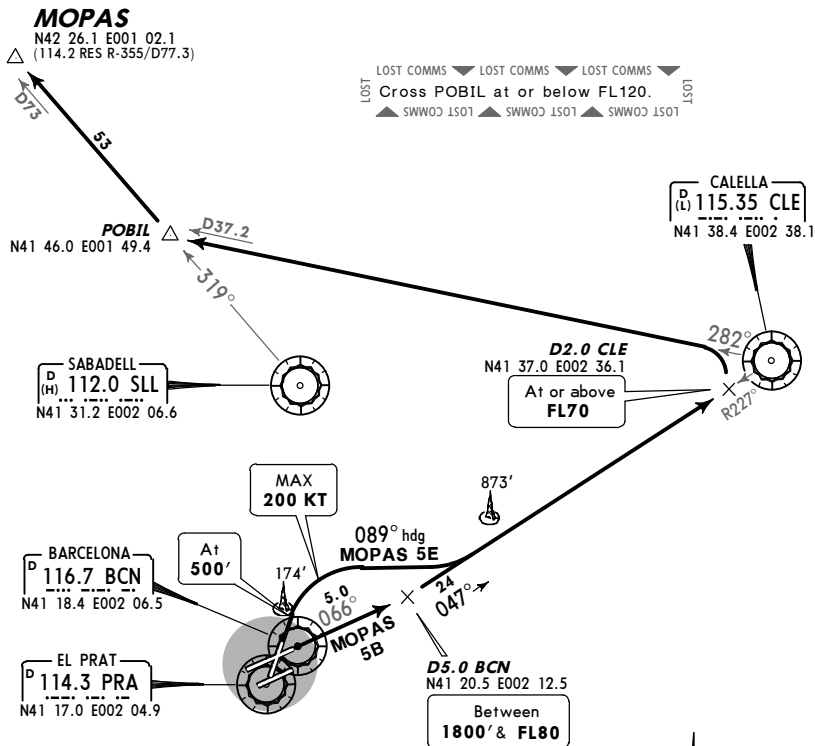
BARCELONA, SPAIN  
SID

Apt Elev  
14'

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



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



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

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



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

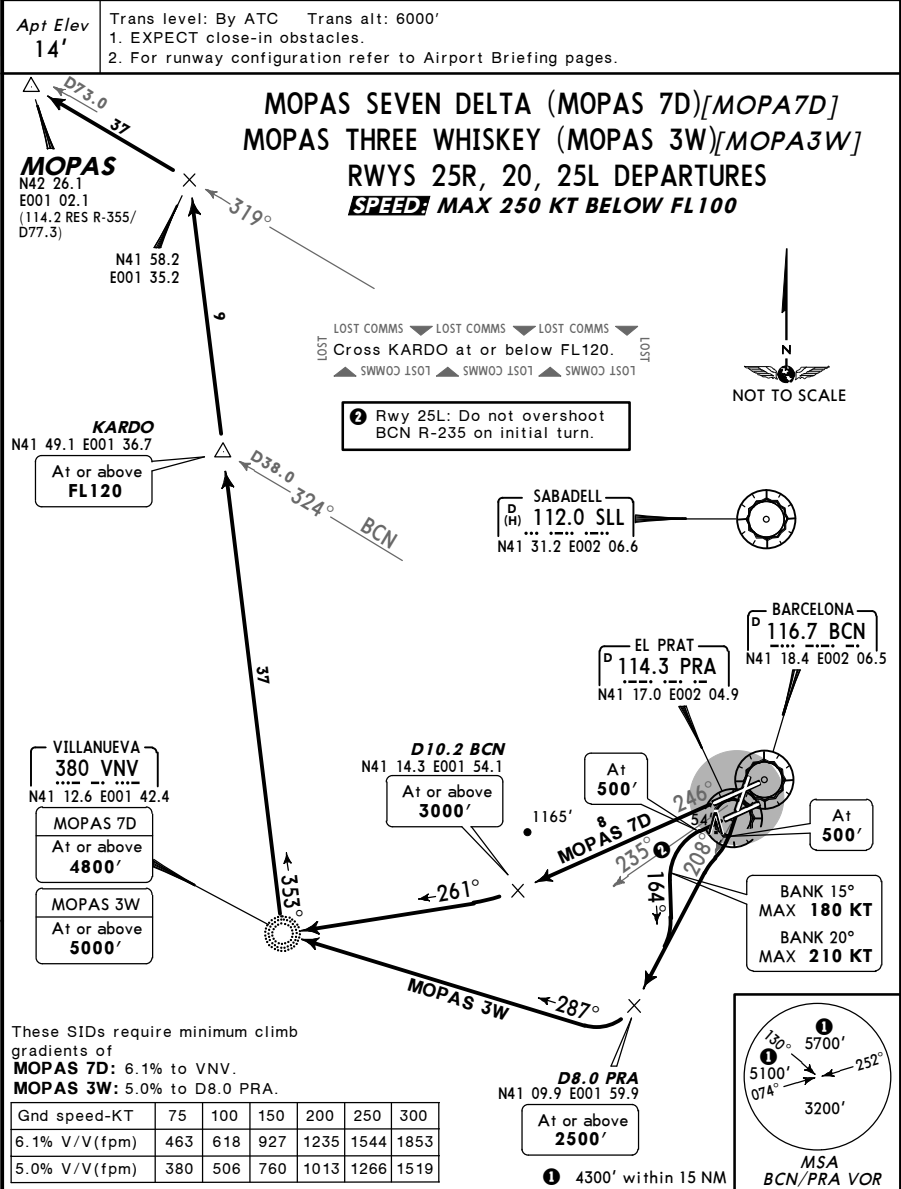
| SID      | RWY     | ROUTING                                                                                                                                                                                       |
|----------|---------|-------------------------------------------------------------------------------------------------------------------------------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

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

LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3V2) Eff 28 Jun

BARCELONA, SPAIN  
SID



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

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



LEBL/BCN  
EL PRAT

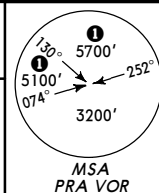
JEPPesen  
30 MAR 12 10-3V4 Eff 5 Apr

BARCELONA, SPAIN

SID

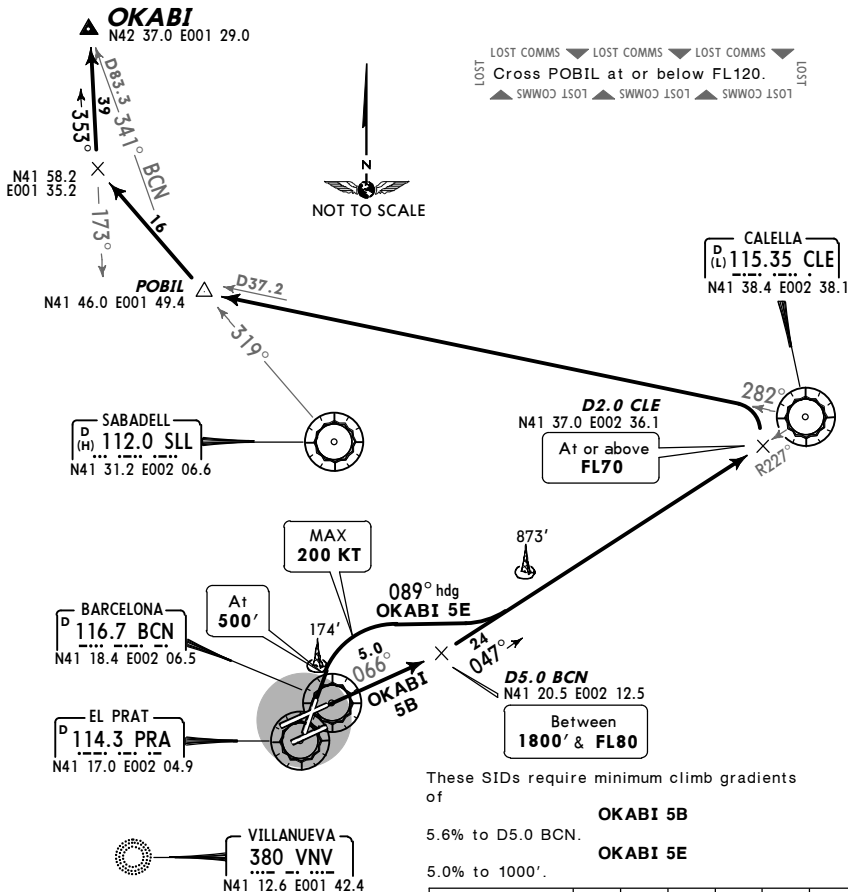
Apt Elev  
14'

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



① 4300' within 15 NM

OKABI FIVE BRAVO (OKABI 5B) [OKAB5B]  
OKABI FIVE ECHO (OKABI 5E) OKAB5E]  
RWYS 07L, 02 DEPARTURES  
**~~SPEED~~ MAX 250 KT BELOW FL100**



These SIDs require minimum climb gradients of

**OKABI 5B**

5.6% to D5.0 BCN.

**OKABI 5E**

5.0% to 1000'.

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

Initial ATC clearance:

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

| SID      | RWY     | ROUTING                                                                                                                                                                                                                        |
|----------|---------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| OKABI 5B | 07L     | Climb on runway heading to BCN, BCN R-066 to D5.0 BCN, turn LEFT, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI. |
| OKABI 5E | 02<br>② | Climb on runway heading to 500', turn RIGHT, 089° heading, intercept CLE R-227 inbound to D2.0 CLE, turn LEFT, intercept CLE R-282 to POBIL, turn RIGHT, intercept SLL R-319, intercept 353° bearing from VNV to OKABI.        |

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

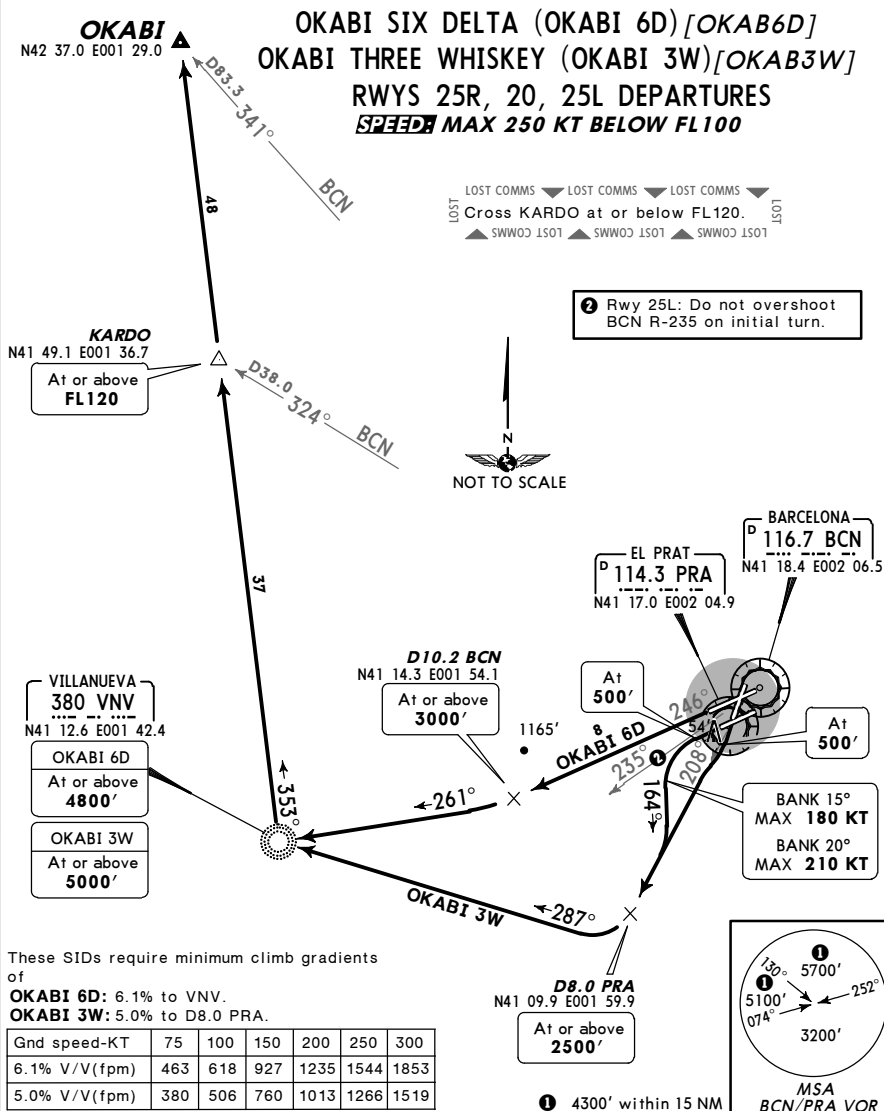
LEBL/BCN  
EL PRAT

JEPPesen  
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.



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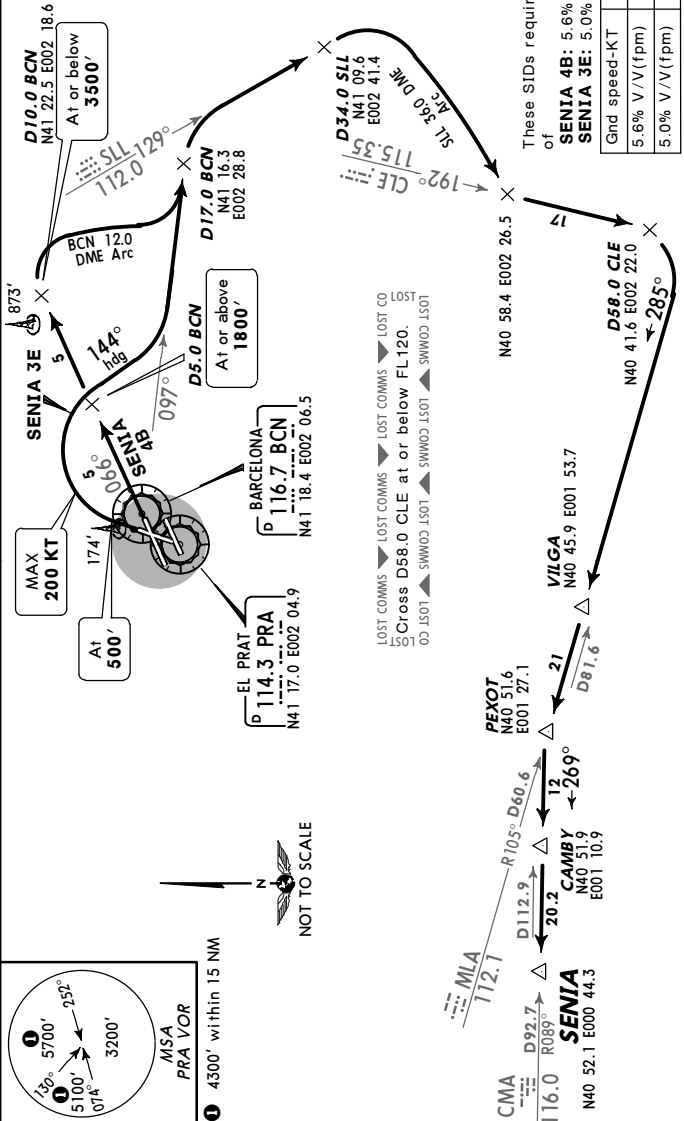
LEBL/BCN  
EL PRAT

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

SENIA FOUR BRAVO  
(SENIA 4B) [SENIA4B]

SENIA THREE ECHO  
(SENIA 3E) [SENIA3E]

RWYS 07L, 02 DEPARTURES  
WHEN CMA COVERAGE FAILURE BELOW FL240  
RADAR ASSISTANCE IS AVAILABLE  
MAX 250 KT BELOW FL100



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

ROUTING

**SENIA 4B** 07L  
Climb on runway heading to BCN, BCN R-066 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound via CAMBY to SENIA.

**SENIA 3E** 02  
Climb on runway heading to 500', turn RIGHT, intercept BCN R-097 to D17.0 BCN, turn RIGHT, intercept SLL R-129 to D34.0 SLL, turn RIGHT, along SLL 36.0 DME arc, intercept CLE R-192 to D58.0 CLE, turn RIGHT, intercept MLA R-105 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-089 inbound via CAMBY to SENIA.

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

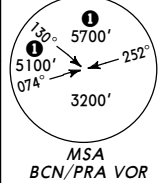
LEBL/BCN  
BARCELONA

JEPPesen  
22 JUN 12 (10-3V8) Eff 28 Jun

BARCELONA, SPAIN  
SID

Apt Elev  
14'

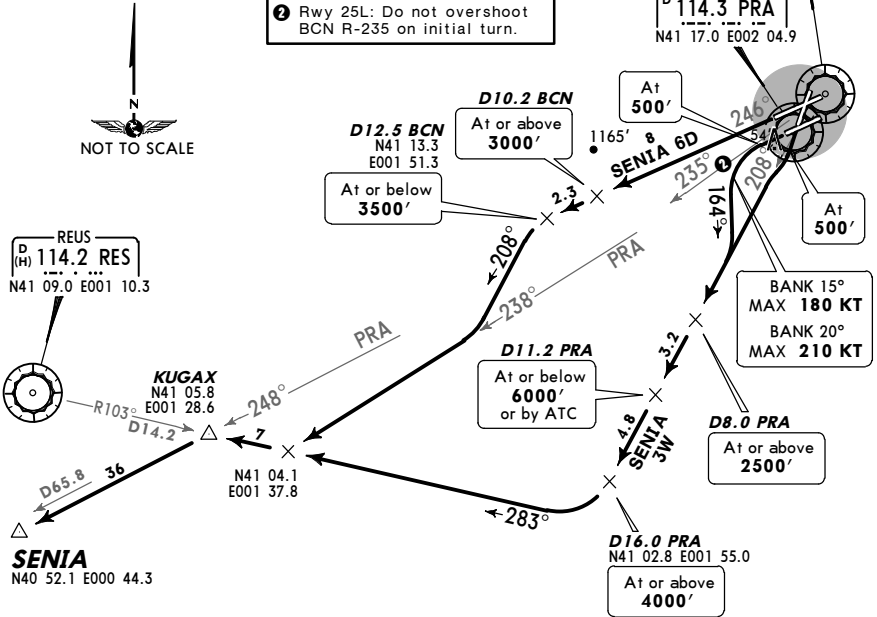
Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.



SENIA SIX DELTA (SENIA 6D) [SEN16D]  
SENIA THREE WHISKEY (SENIA 3W) [SEN13W]  
RWYS 25R, 20, 25L DEPARTURES  
**SPEED MAX 250 KT BELOW FL100**

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

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



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

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

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

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

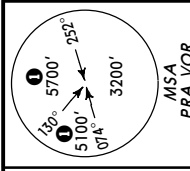
③ Turns before departure end of runway (DER) are not allowed.

LEBL/BCN  
EL PRAT

JEPPesen  
30 MAR 12 (10-3W) 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



BAGUR  
(H) 112.2 BGR  
N41 56.9 E003 12.5

VERSO ONE ALFA (VERSO 1A) [VERSI A]  
VERSO ONE GOLF (VERSO 1G) [VERSI G]  
RWYS 20, 07R DEPARTURES  
SPEEDS MAX 250 KT BELOW FL100

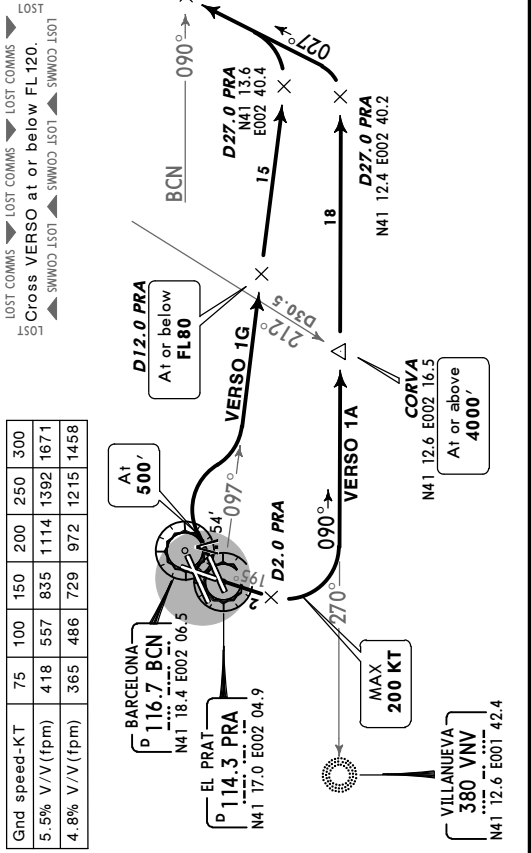
| Initial ATC clearance: |     | Climb and maintain FL120 and request flight level change enroute                                                                                                                                                        |  |
|------------------------|-----|------------------------------------------------------------------------------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



CALELLA  
(L) 115.35 CLE  
N41 38.4 E002 38.1

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

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



LEBL/BCN  
EL PRAT

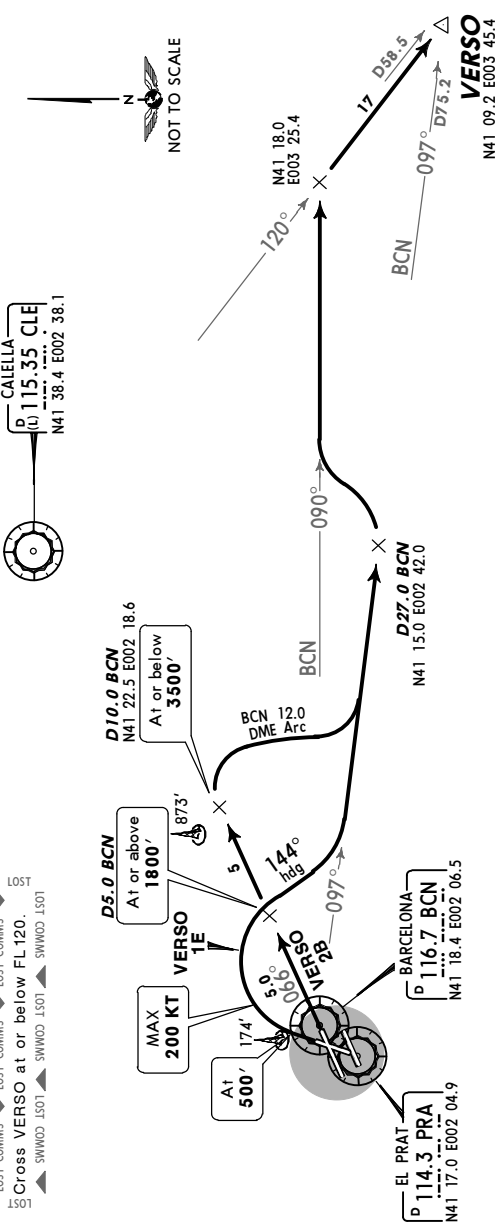
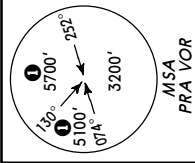
JEPPESSEN  
30 MAR 12 (10-3X) Eff 5 Apr

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.

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



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

| Initial ATC clearance: Climb and maintain FL120 and request flight level change enroute |     |                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SID                                                                                     | RWY | ROUTING                                                                                                                                                                                                  |
| VERSO 2B                                                                                | 07L | Climb on runway heading to BCN, BCN R-086 via D5.0 BCN to D10.0 BCN, turn RIGHT, along BCN 12.0 DME arc, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO. |
| VERSO 1E                                                                                | 02  | Climb on runway heading to 500', turn RIGHT, 144° heading, intercept BCN R-097 to D27.0 BCN, turn LEFT, intercept BCN R-090, intercept CLE R-120 to VERSO.                                               |
| Turns before departure end of runway (DER) are not allowed.                             |     |                                                                                                                                                                                                          |

These SIDs require minimum climb gradients of

VERSO 2B  
5.6% to D5.0 BCN.  
5.0% to 1000'.



LEBL/BCN  
EL PRAT

JEPPESEN  
22 JUN 12 (10-3X2) Eff 28 Jun

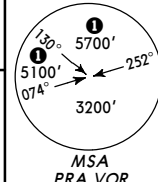
BARCELONA, SPAIN

SID

Apt Elev  
14'

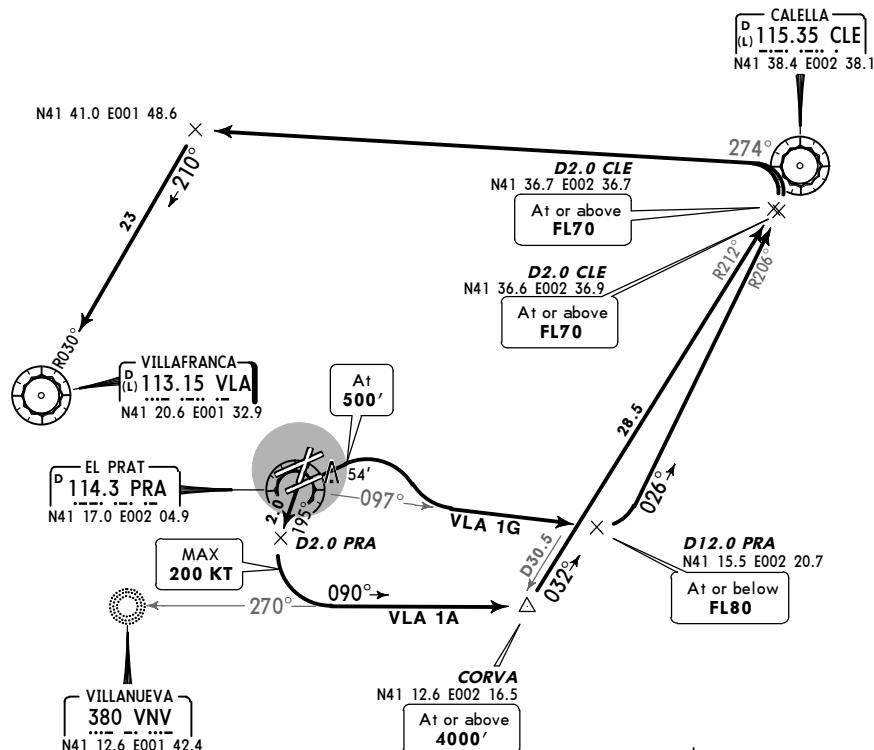
Trans level: By ATC Trans alt: 6000'

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



① 4300' within 15 NM

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



These SIDs require minimum climb gradients  
of

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

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

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

Initial ATC clearance:

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

| SID    | RWY | ROUTING                                                                                                                                                                                                                                |
|--------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VLA 1A | 20  | Climb on runway heading, intercept PRA R-195 to D2.0 PRA, turn LEFT, intercept 090° bearing from VNV to CORVA, turn LEFT, intercept CLE R-212 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA. |
| VLA 1G | 07R | Climb on runway heading to 500', turn RIGHT, intercept PRA R-097 to D12.0 PRA, turn LEFT, intercept CLE R-206 inbound to D2.0 CLE, turn LEFT, intercept CLE R-274, intercept VLA R-030 inbound to VLA.                                 |

CHANGES: None.

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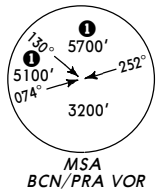
LEBL/BCN  
EL PRAT

JEPPesen  
22 JUN 12 (10-3X4) Eff 28 Jun

BARCELONA, SPAIN  
SID

Apt Elev  
14'

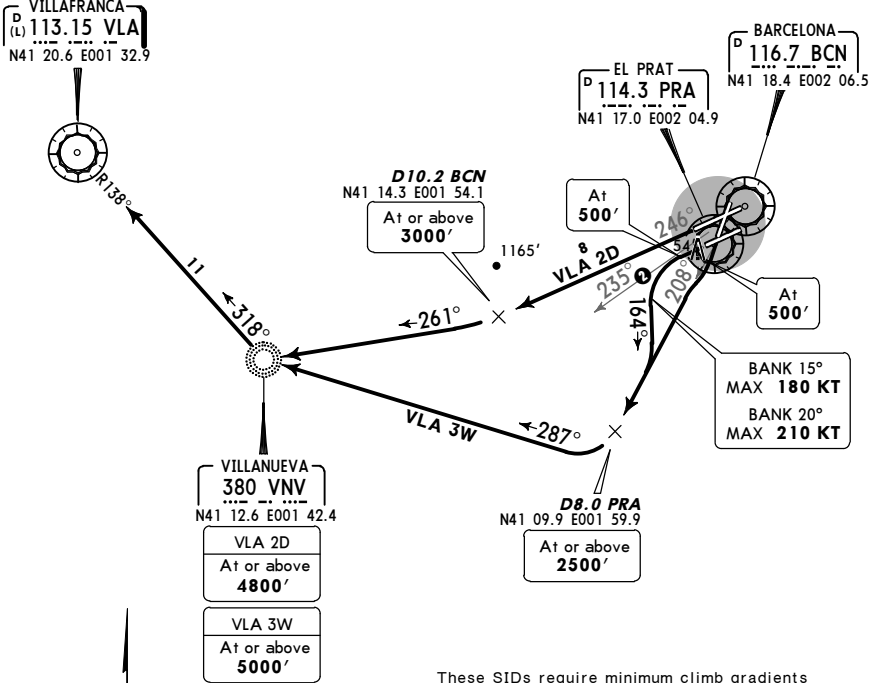
Trans level: By ATC Trans alt: 6000'  
1. EXPECT close-in obstacles.  
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

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



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

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

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

| SID    | RWY     | ROUTING                                                                                                                                                              |
|--------|---------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| VLA 2D | 25R     | Climb on BCN R-246 to D10.2 BCN, turn RIGHT, intercept 261° bearing to VNV, 318° bearing to VLA.                                                                     |
| VLA 3W | 20<br>③ | Climb on runway heading to 500', turn RIGHT, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA.            |
|        | 25L     | Climb on runway heading to 500', turn LEFT, 164° track, intercept PRA R-208 to D8.0 PRA, turn RIGHT, intercept 287° bearing to VNV, turn RIGHT, 318° bearing to VLA. |

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

LEBL/BCN  
EL PRAT

 **JEPPESSEN**  
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 |

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BARCELONA, SPAIN  
EL PRAT

| ADDITIONAL RUNWAY INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                |           |         |                             |     | USABLE LENGTHS |             |  | TAKE-OFF | WIDTH    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|---------|-----------------------------|-----|----------------|-------------|--|----------|----------|
| RWY                                                                                                                                                                                                                                                                                                                                                                                                                          |           |         |                             |     | LANDING BEYOND |             |  |          |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                              |           |         |                             |     | Threshold      | Glide Slope |  |          |          |
| 02                                                                                                                                                                                                                                                                                                                                                                                                                           | HIRL(50m) | CL(15m) | HIALS PAPI (3.0°)           | RVR |                | 7383' 2250m |  |          | 148' 45m |
| 20                                                                                                                                                                                                                                                                                                                                                                                                                           | HIRL(50m) | CL(15m) |                             |     | NA             |             |  | 1        |          |
| 1 TAKE-OFF RUN AVAILABLE<br>RWY 20:<br>From rwy head 8294' (2528m)<br>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°)<br>3 HSTIL: R4, P4, R2, P2 & P1<br>4 HSTIL: P3, R3, P5, R5, R6 & P6<br>5 TAKE-OFF RUN AVAILABLE<br>RWY 07L:<br>From rwy head 10,997' (3352m)<br>twy Y7/Z7 int 9970' (3039m)<br>twy Y6/Z6 int 9751' (2972m)<br>twy Y5/Z5 int 9534' (2906m)<br>RWY 25R:<br>From rwy head 10,997' (3352m)<br>twy Y1 int 10,640' (3243m)<br>twy Y2/Z2 int 9528' (2904m)<br>twy Z3 int 9311' (2838m)<br>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<br>7 HSTIL: G7, G8 & G9                                                                                                                                                                                                                                                                                                                                                                                 |           |         |                             |     |                |             |  |          |          |
| HOT SPOTS                                                                                                                                                                                                                                                                                                                                                                                                                    |           |         |                             |     |                |             |  |          |          |
| For information only, not to be construed as ATC instructions.                                                                                                                                                                                                                                                                                                                                                               |           |         |                             |     |                |             |  |          |          |
| HS1 CAUTION:<br>Critical area due to concentration of Twys. Special attention to signs and instructions by ATC.                                                                                                                                                                                                                                                                                                              |           |         |                             |     |                |             |  |          |          |
| HS2 CAUTION:<br>Area of possible disorientation. Special attention to signs and instructions by ATC.                                                                                                                                                                                                                                                                                                                         |           |         |                             |     |                |             |  |          |          |
| HS3 CAUTION:<br>Critical area due to aircraft taxiing restrictions. Special attention to signs and instructions by ATC.                                                                                                                                                                                                                                                                                                      |           |         |                             |     |                |             |  |          |          |
| HS4 CAUTION:<br>Critical area due to aircraft size limitations. Special attention to signs and instructions by ATC.                                                                                                                                                                                                                                                                                                          |           |         |                             |     |                |             |  |          |          |

HOT SPOTS

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

- HS1

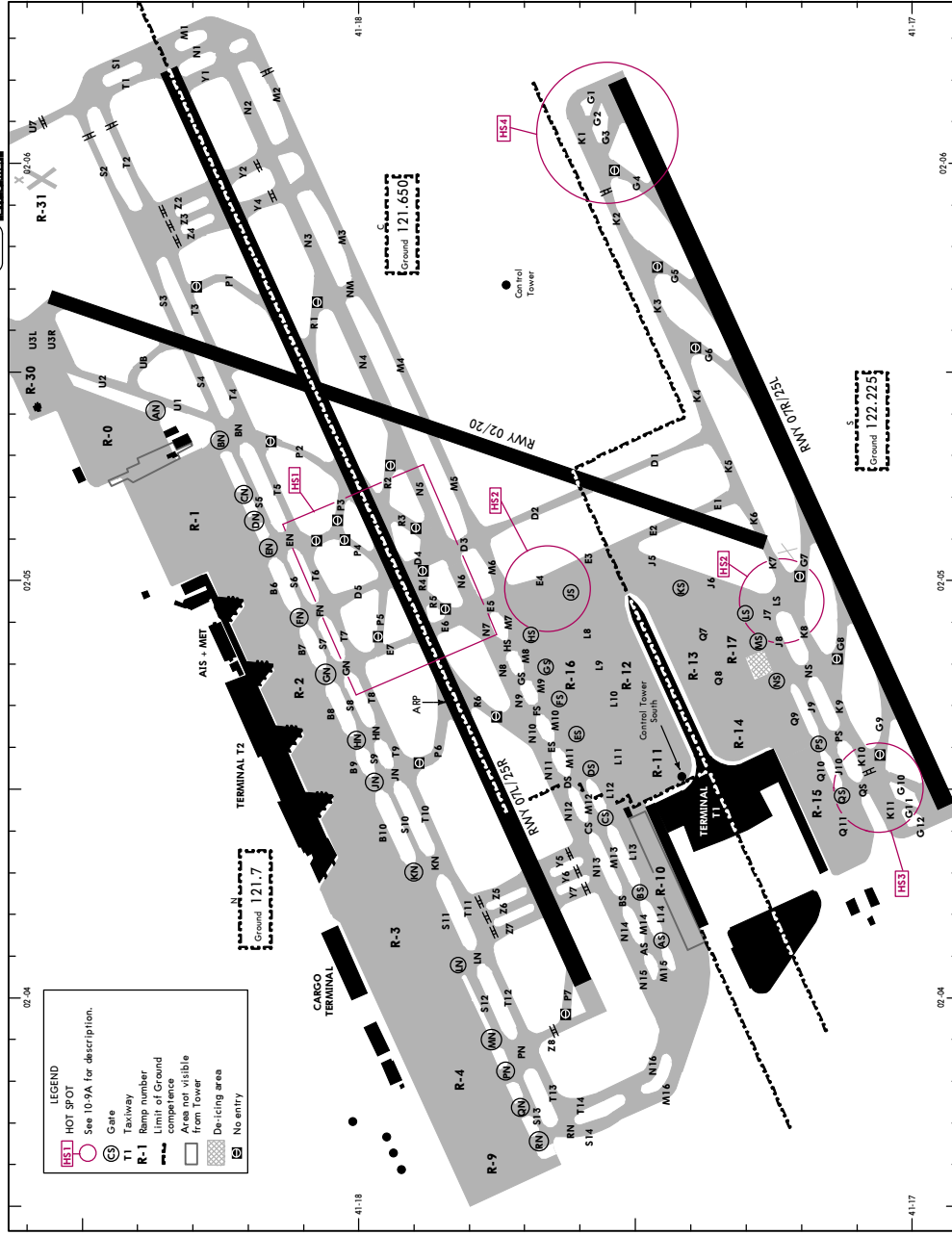
CAUTION:  
Critical area due to concentration of Twys. Special attention to signs and instructions by ATC.
- HS2

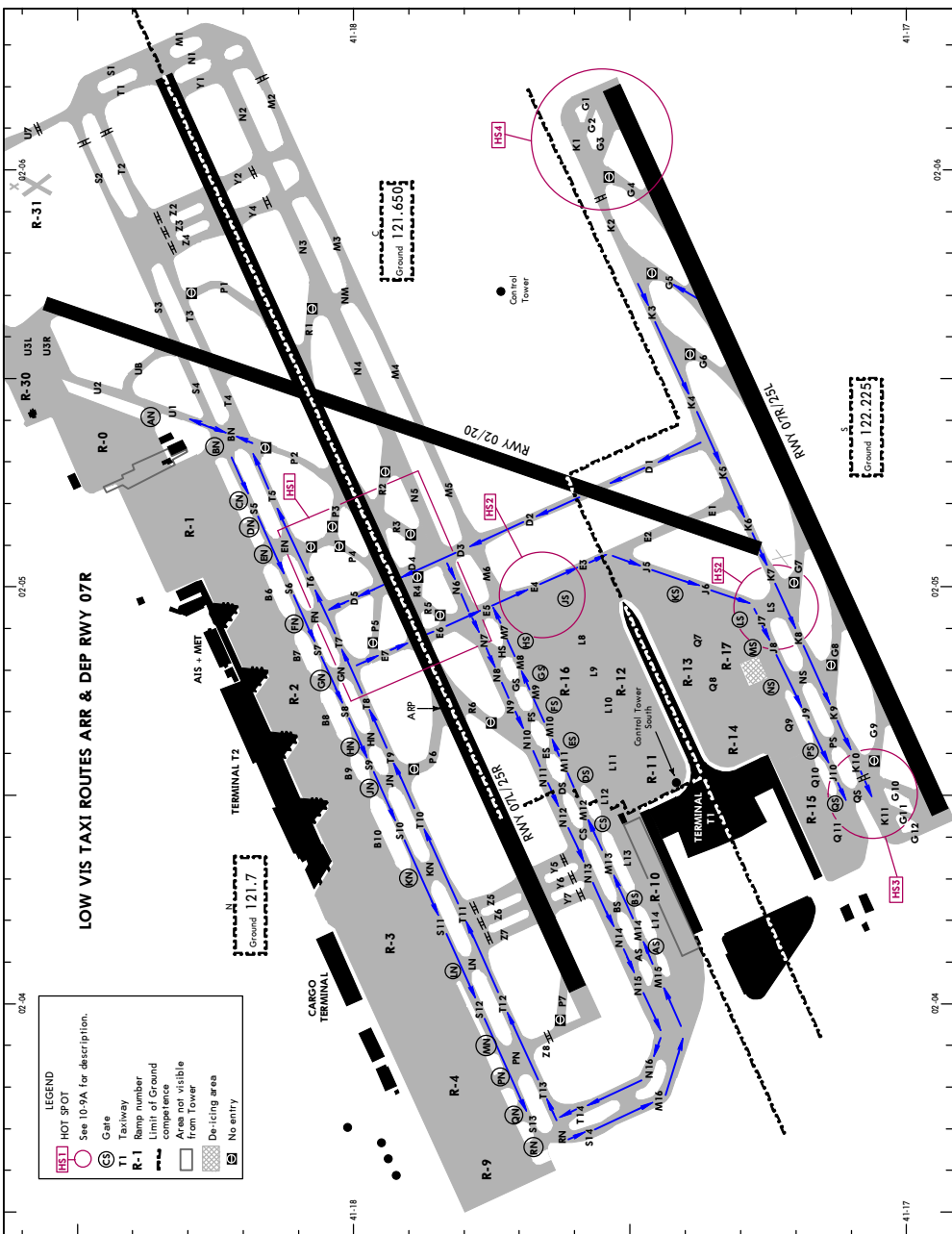
CAUTION:  
Area of possible disorientation. Special attention to signs and instructions by ATC.
- HS3

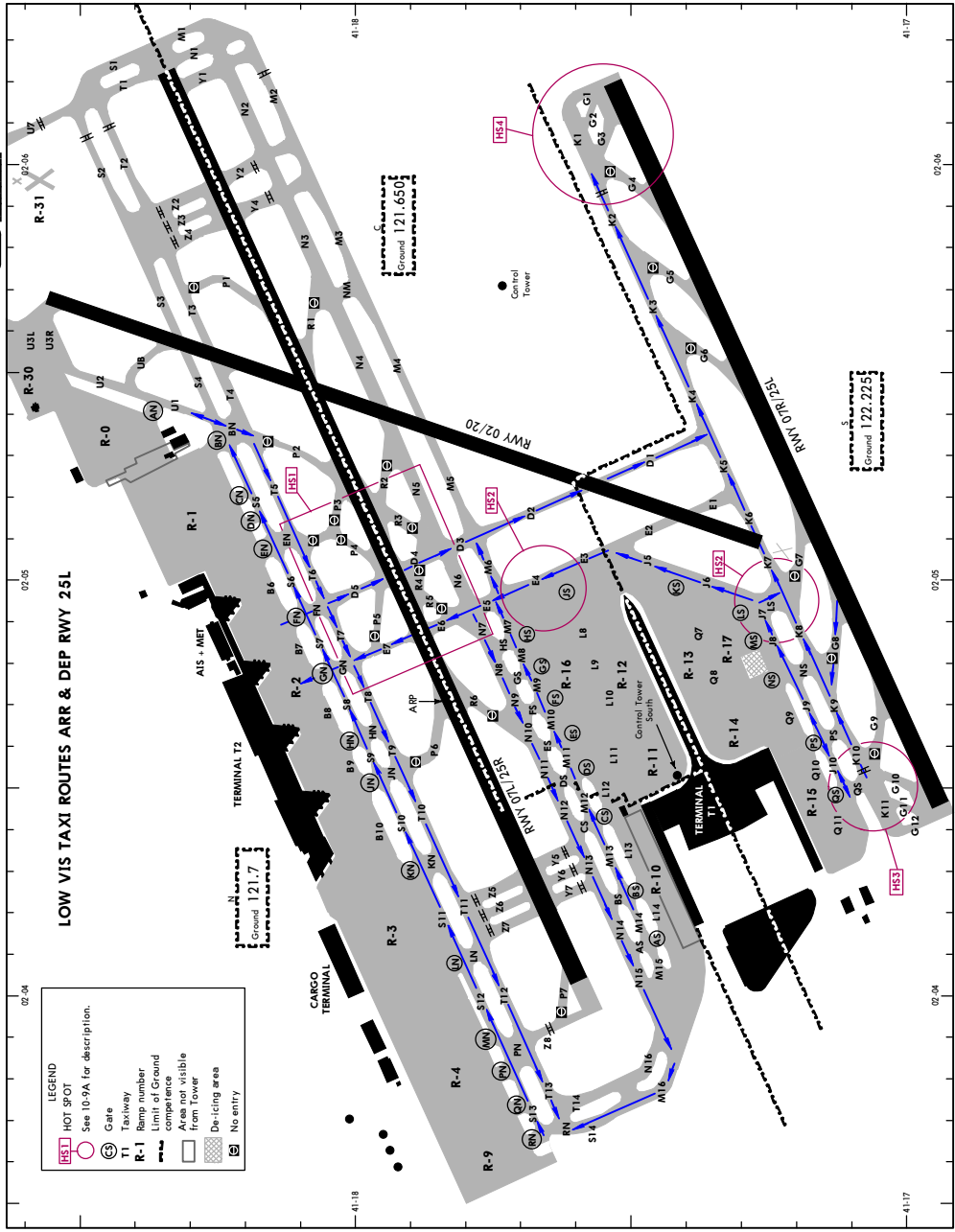
CAUTION:  
Critical area due to aircraft taxiing restrictions. Special attention to signs and instructions by ATC.
- HS4

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<br>HIRL, CL<br>& mult. RVR req | RL, CL<br>& mult. RVR req | RL & CL | RCLM (DAY only)<br>or RL | RCLM (DAY only)<br>or RL | NIL<br>(DAY only) |
| A                                                            | 125m                                              | 150m                      | 200m    | 250m                     | 400m                     | 500m              |
| B                                                            |                                                   |                           |         |                          |                          |                   |
| C                                                            |                                                   |                           |         |                          |                          |                   |
| D                                                            | 150m                                              | 200m                      | 250m    | 300m                     |                          |                   |
| 1 Operators applying U.S. Ops Specs: CL required below 300m. |                                                   |                           |         |                          |                          |                   |













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**JEPPesen**  
 2 OCT 15 **(10-9H)** **Eff 15 Oct**
**BARCELONA, SPAIN**  
 EL PRAT
**INS COORDINATES**

| <b>STAND No.</b> | <b>COORDINATES</b> | <b>STAND No.</b>  | <b>COORDINATES</b> |
|------------------|--------------------|-------------------|--------------------|
| 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 |                   |                    |

LEBL/BCN


**JEPPESSEN**  
 2 OCT 15 (10-9J) Eff 15 Oct

**BARCELONA, SPAIN**  
 EL PRAT

## 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.

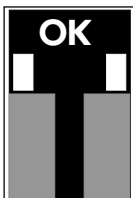
### DISPLAY UNIT OF TERMINAL 2

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.



BARCELONA, SPAIN  
ILS Z Rwy 02



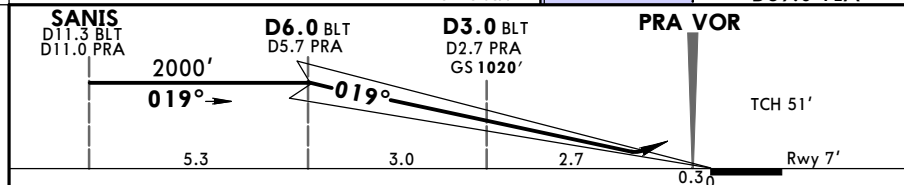
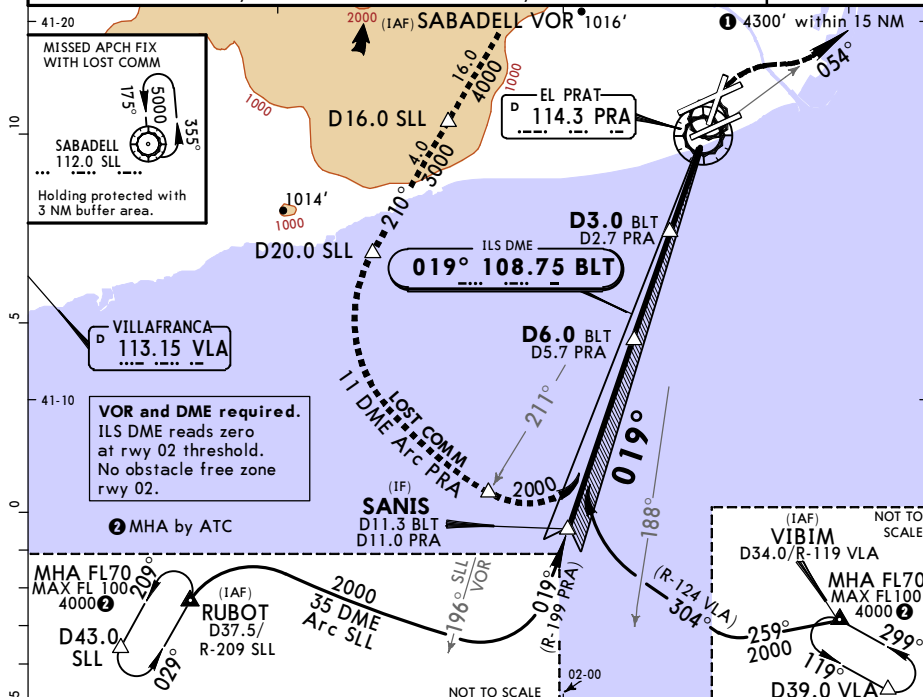
25 MAR 16

11-1

**Eff 31 Mar**

BARCELONA, SPAIN  
ILS Z Rwy 02

|                                                                                                                                                                                                                                                                                                                                                             |                        |                     |                                      |                  |         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|---------------------|--------------------------------------|------------------|---------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                                                                              | BARCELONA Approach (R) | BARCELONA Tower     | N                                    | Tower (GND)      | C       |
| 118.650                                                                                                                                                                                                                                                                                                                                                     | 119.1                  | 118.1               | 121.7                                | 122.225          | 121.650 |
| LOC<br>BLT                                                                                                                                                                                                                                                                                                                                                  | Final<br>Aptch Crs     | GS<br>D3.0 BLT      | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'     |         |
| 108.75                                                                                                                                                                                                                                                                                                                                                      | 019°                   | 1020' (1013')       |                                      | Rwy 7'           |         |
| <p><b>MISSED APCH:</b> Climb on rwy heading to 500', turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 3000' and as directed.</p> <p><b>MISSED APCH WITH LOST COMM:</b> Climb on rwy heading to 500', turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.</p> |                        |                     |                                      |                  |         |
| Alt Set: hPa                                                                                                                                                                                                                                                                                                                                                | Rwy Elev: 0 hPa        | Trans level: By ATC |                                      | Trans alt: 6000' | PRA VOR |



|               |     |     |     |     |     |     |  |                 |                   |
|---------------|-----|-----|-----|-----|-----|-----|--|-----------------|-------------------|
| Gnd speed-Kts | 70  | 90  | 100 | 120 | 140 | 160 |  | <b>500'</b><br> | <b>Rwy</b><br>hdg |
| GS 3.00°      | 372 | 478 | 531 | 637 | 743 | 849 |  |                 |                   |
|               |     |     |     |     |     |     |  |                 |                   |

| STRAIGHT-IN LANDING RWY 02<br>ILS                                                                |          |          |           | CIRCLE-TO-LAND                         |                            |
|--------------------------------------------------------------------------------------------------|----------|----------|-----------|----------------------------------------|----------------------------|
| DA(H) A: <b>299'</b> (292') C: <b>320'</b> (313')<br>B: <b>311'</b> (304') D: <b>330'</b> (323') |          |          |           | Not authorized<br>Northwest of airport |                            |
| FULL                                                                                             |          | Limited  | ALS out   | Max<br>Kts.                            | MDA(H) _____ VTS _____     |
| A                                                                                                | RVR 650m | RVR 750m | RVR 1400m | 100                                    | <b>580'</b> (566') 1500m   |
| B                                                                                                | RVR 700m |          |           | 135                                    | <b>700'</b> (686') 1600m   |
| C                                                                                                |          |          |           | 180                                    | <b>1080'</b> (1066') 2400m |
| D                                                                                                | RVR 800m |          | RVR 1500m | 205                                    | <b>1300'</b> (1286') 3600m |

CHANGES: Procedure title. LOC procedure moved to 11-3.

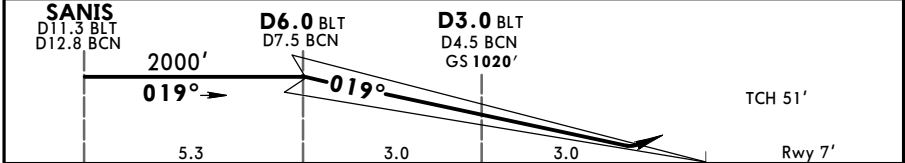
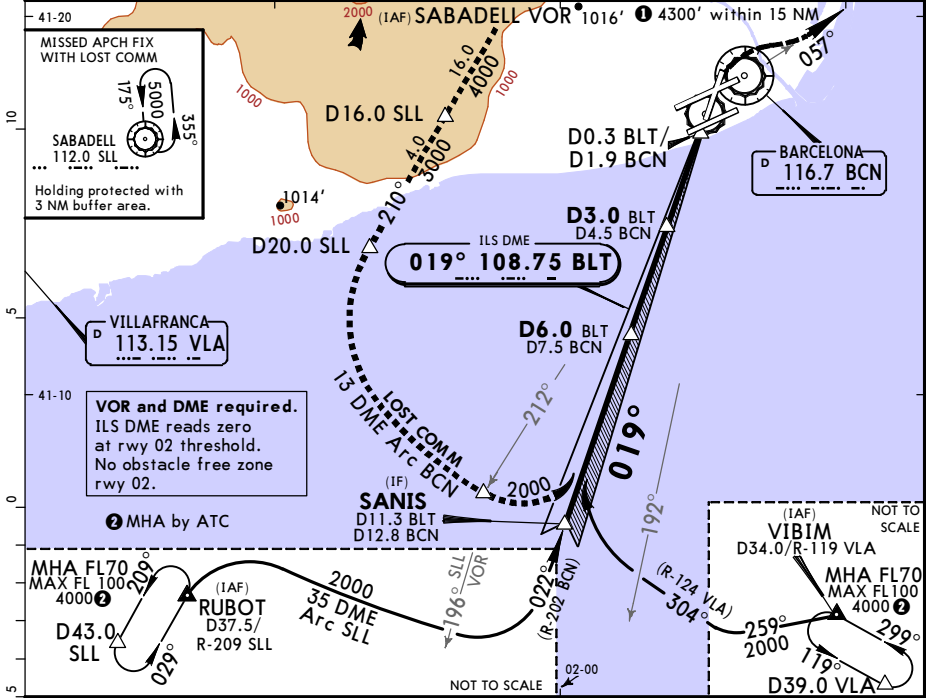
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LEBL/BCN  
EL PRAT

25 MAR 16 11-2 Eff 31 Mar

BARCELONA, SPAIN  
ILS Y Rwy 02

|                                                                                                                                                                                                                                                                                                                                                                      |                           |                                 |                                      |                        |         |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|---------------------------------|--------------------------------------|------------------------|---------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                                                                                       | BARCELONA Approach (R)    | BARCELONA Tower                 | N                                    | Tower (GND)            | C       |
| 118.650                                                                                                                                                                                                                                                                                                                                                              | 119.1                     | 118.1                           | 121.7                                | 122.225                | 121.650 |
| LOC<br>BLT<br>108.75                                                                                                                                                                                                                                                                                                                                                 | Final<br>Apch Crs<br>019° | GS<br>D3.0 BLT<br>1020' (1013') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev 14'<br>Rwy 7' |         |
| <b>MISSED APCH:</b> Climb on rwy heading to 500', turn RIGHT not before D0.3 BLT/D1.9 BCN (MAX 185 KT) onto R-057 BCN climbing to 3000' and as directed.<br><b>MISSED APCH WITH LOST COMM:</b> Climb on rwy heading to 500', turn RIGHT not before D0.3 BLT/D1.9 BCN (MAX 185 KT) onto R-057 BCN climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold. |                           |                                 |                                      |                        |         |
| Alt Set: hPa                                                                                                                                                                                                                                                                                                                                                         | Rwy Elev: 0 hPa           | Trans level: By ATC             | Trans alt: 6000'                     | MSA<br>BCN VOR         |         |



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

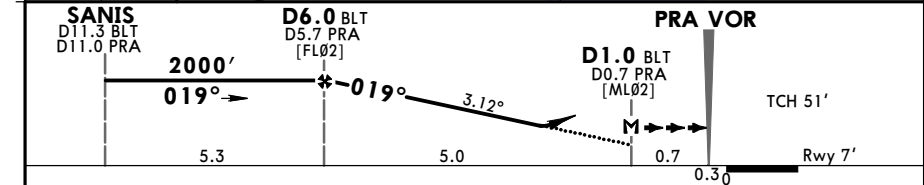
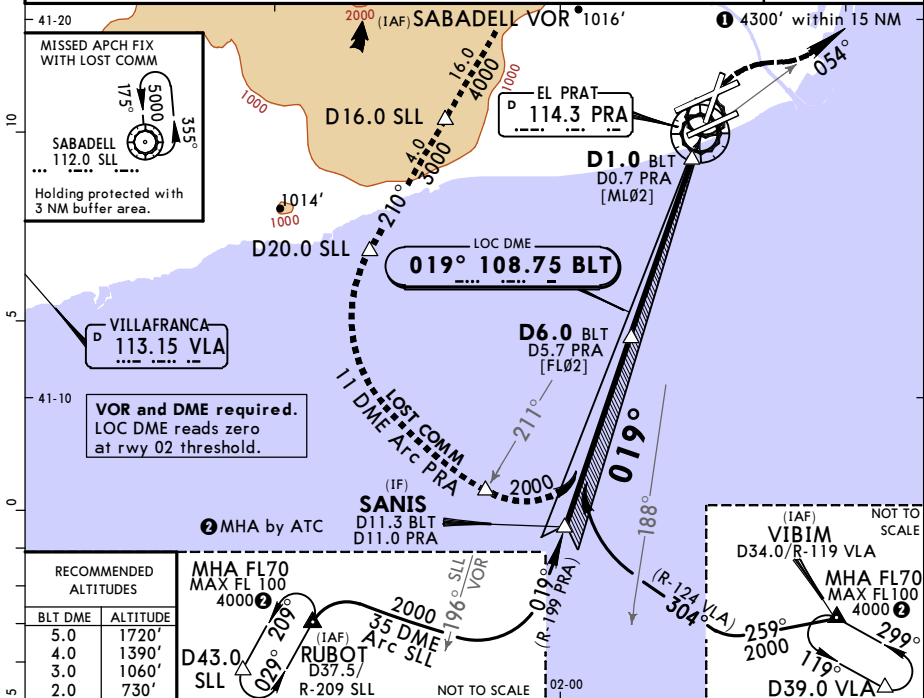
| Standard                                                                                         |          | STRAIGHT-IN LANDING RWY 02 |           |            | CIRCLE-TO-LAND                         |       |  |
|--------------------------------------------------------------------------------------------------|----------|----------------------------|-----------|------------|----------------------------------------|-------|--|
| DA(H) A: <b>299'</b> (292') C: <b>320'</b> (313')<br>B: <b>311'</b> (304') D: <b>330'</b> (323') |          |                            |           |            | Not authorized<br>Northwest of airport |       |  |
|                                                                                                  |          |                            |           |            |                                        |       |  |
|                                                                                                  | FULL     | Limited                    | ALS out   | Max<br>Kts | MDA(H)                                 | VIS   |  |
| A                                                                                                | RVR 650m | RVR 750m                   | RVR 1400m | 100        | <b>580'</b> (566')                     | 1500m |  |
| B                                                                                                | RVR 700m |                            |           | 135        | <b>700'</b> (686')                     | 1600m |  |
| C                                                                                                |          |                            |           | 180        | <b>1080'</b> (1066')                   | 2400m |  |
| D                                                                                                | RVR 800m |                            | RVR 1500m | 205        | <b>1300'</b> (1286')                   | 3600m |  |

LEBL/BCN  
EL PRAT

JEPPESSEN  
25 MAR 16 11-3 Eff 31 Mar

BARCELONA, SPAIN  
LOC Rwy 02

|                                                                                                                                                                                                                                                                                                                                                  |                                  |                                                  |                             |                        |              |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|--------------------------------------------------|-----------------------------|------------------------|--------------|
| D-ATIS Arrival                                                                                                                                                                                                                                                                                                                                   | BARCELONA Approach (R)           | BARCELONA Tower                                  | N<br>121.7                  | Tower (GND)<br>122.225 | C<br>121.650 |
| LOC<br>BLT<br><b>108.75</b>                                                                                                                                                                                                                                                                                                                      | Final<br>Apch Crs<br><b>019°</b> | Minimum Alt<br><b>D6.0 BLT<br/>2000'</b> (1993') | DA(H)<br><b>450'</b> (443') | Apt Elev 14'<br>Rwy 7' |              |
| <b>MISSED APCH:</b> Climb on rwy heading to 500', turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 3000' and as directed.<br><b>MISSED APCH WITH LOST COMM:</b> Climb on rwy heading to 500', turn RIGHT not before PRA VOR (MAX 185 KT) onto R-054 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold. |                                  |                                                  |                             |                        |              |
| Alt Set: hPa                                                                                                                                                                                                                                                                                                                                     | Rwy Elev: 0 hPa                  | Trans level: By ATC                              | Trans alt: 6000'            | MSA<br>PRA VOR         |              |



|                          |       |     |     |     |     |     |      |      |         |
|--------------------------|-------|-----|-----|-----|-----|-----|------|------|---------|
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | HALS | 500' | Rwy hdg |
| Descent Angle            | 3.12° | 386 | 497 | 552 | 662 | 773 | PAPI | ↑    |         |
| MAP at D1.0 BLT/D0.7 PRA |       |     |     |     |     |     |      |      |         |

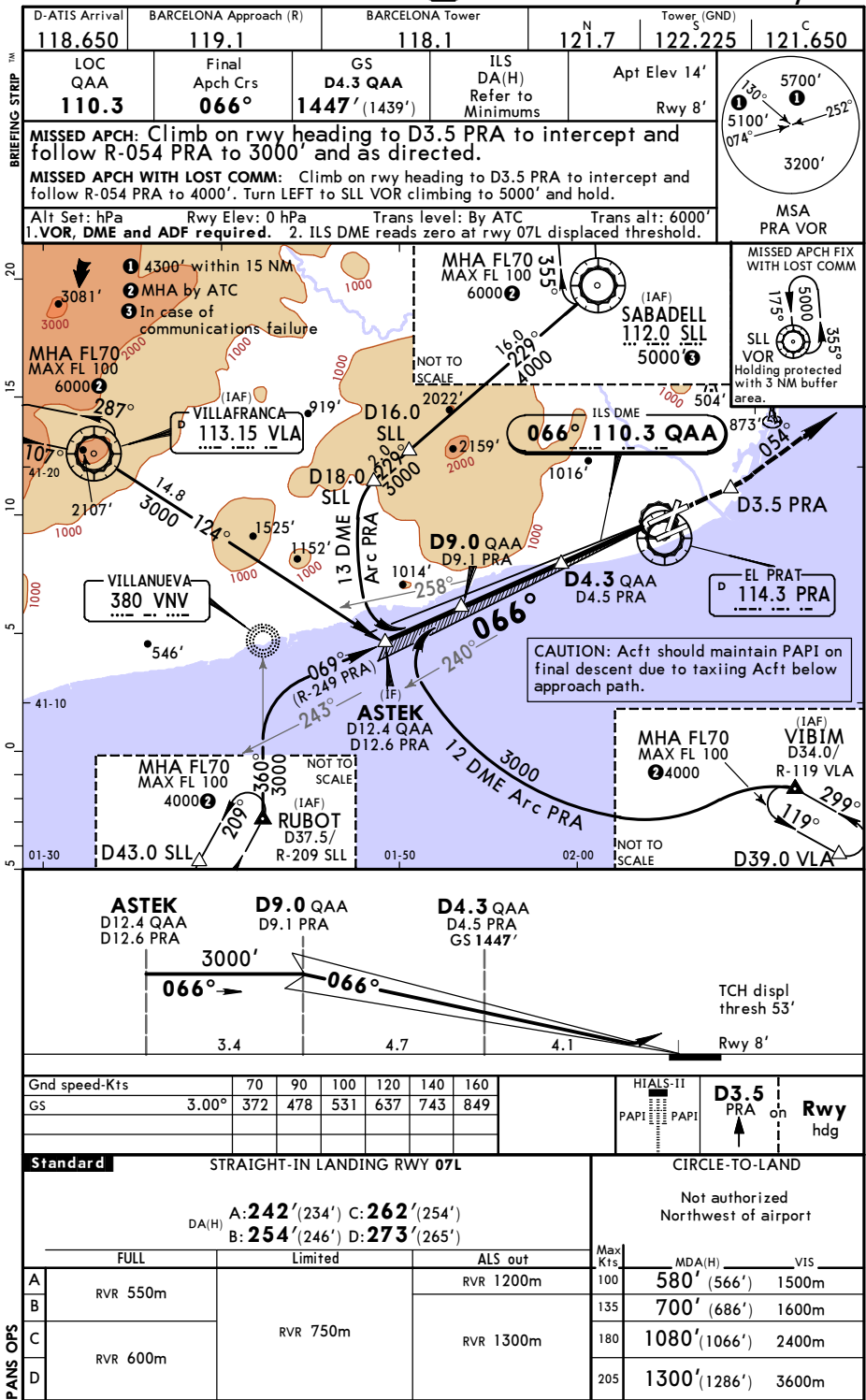
| STRAIGHT-IN LANDING RWY 02 |  |  |  | CIRCLE-TO-LAND                      |                      |       |  |
|----------------------------|--|--|--|-------------------------------------|----------------------|-------|--|
| DA(H) <b>450'</b> (443')   |  |  |  | Not authorized Northwest of airport |                      |       |  |
|                            |  |  |  | Max Kts                             | MDA(H)               | VIS   |  |
| A                          |  |  |  | 100                                 | <b>580'</b> (566')   | 1500m |  |
| B                          |  |  |  | 135                                 | <b>700'</b> (686')   | 1600m |  |
| C                          |  |  |  | 180                                 | <b>1080'</b> (1066') | 2400m |  |
| D                          |  |  |  | 205                                 | <b>1300'</b> (1286') | 3600m |  |

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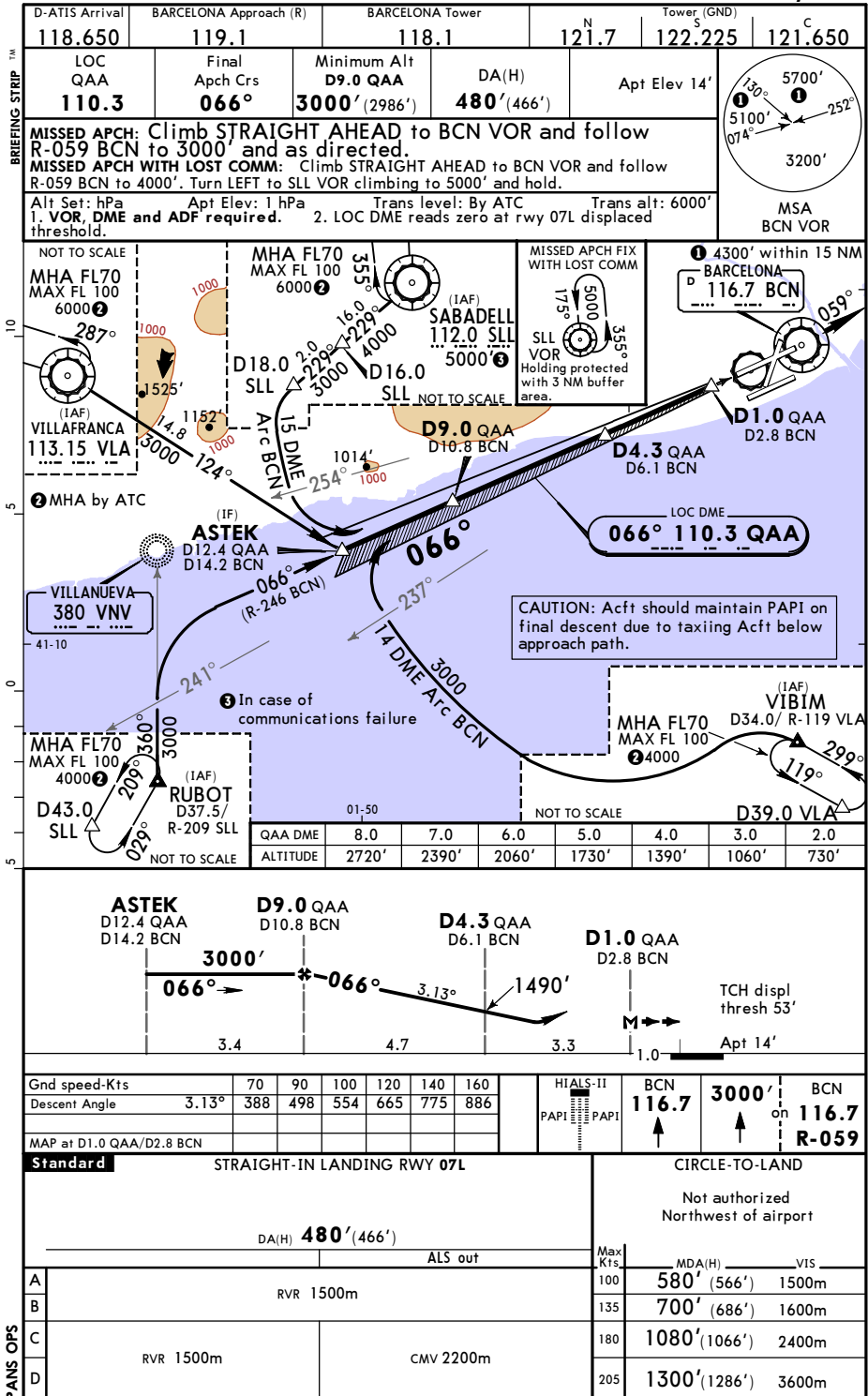
BARCELONA, SPAIN  
ILS Y Rwy 07L



LEBL/BCN  
EL PRAT

JEPPesen  
25 MAR 16 11-6 Eff 31 Mar

BARCELONA, SPAIN  
LOC Rwy 07L

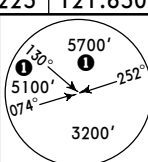


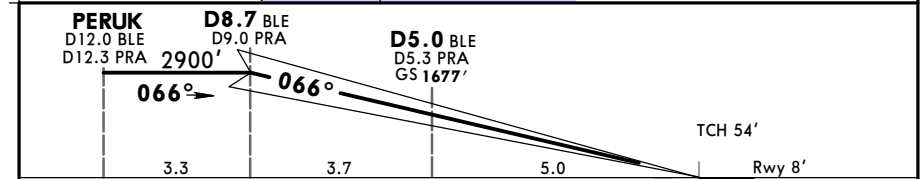
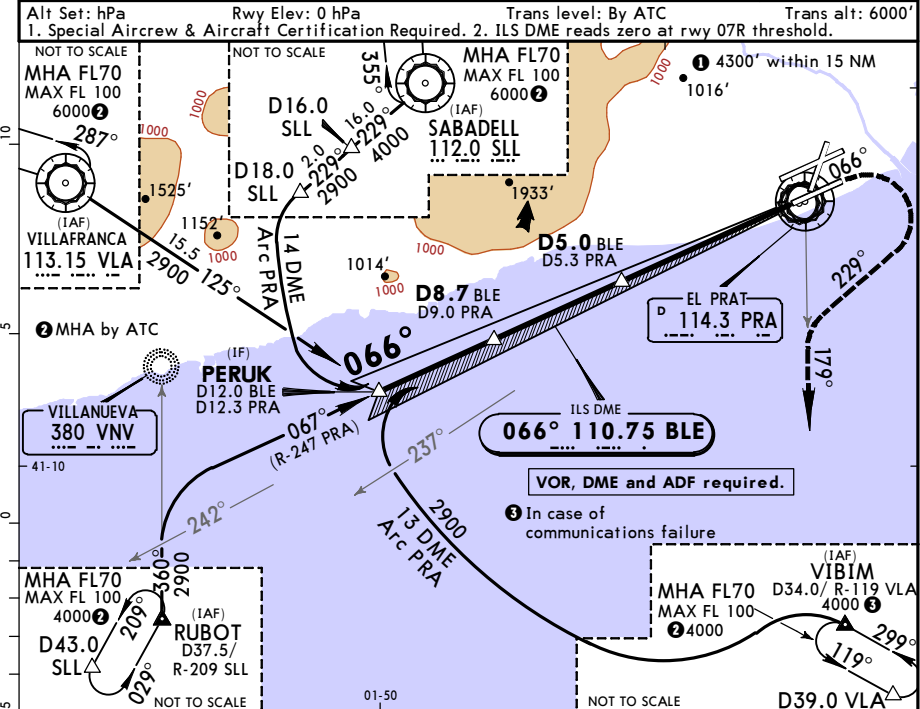


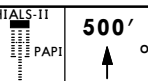
LEBL/BCN  
EL PRAT

JEPPesen  
25 MAR 16  
Eff 31 Mar (11-7A)

BARCELONA, SPAIN  
CAT II/III ILS Z Rwy 07R

|                                                                                                                                                                                         |                        |                 |              |                                                                                   |         |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|-----------------|--------------|-----------------------------------------------------------------------------------|---------|
| D-ATIS Arrival                                                                                                                                                                          | BARCELONA Approach (R) | BARCELONA Tower | N            | Tower (GND)                                                                       | C       |
| 118.650                                                                                                                                                                                 | 119.1                  | 118.1           | 121.7        | 122.225                                                                           | 121.650 |
| LOC BLE                                                                                                                                                                                 | Final Apch Crs         | GS D5.0 BLE     | Apt Elev 14' |  |         |
| 110.75                                                                                                                                                                                  | 066°                   | 1677' (1669')   | 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. |                        |                 |              |                                                                                   |         |



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

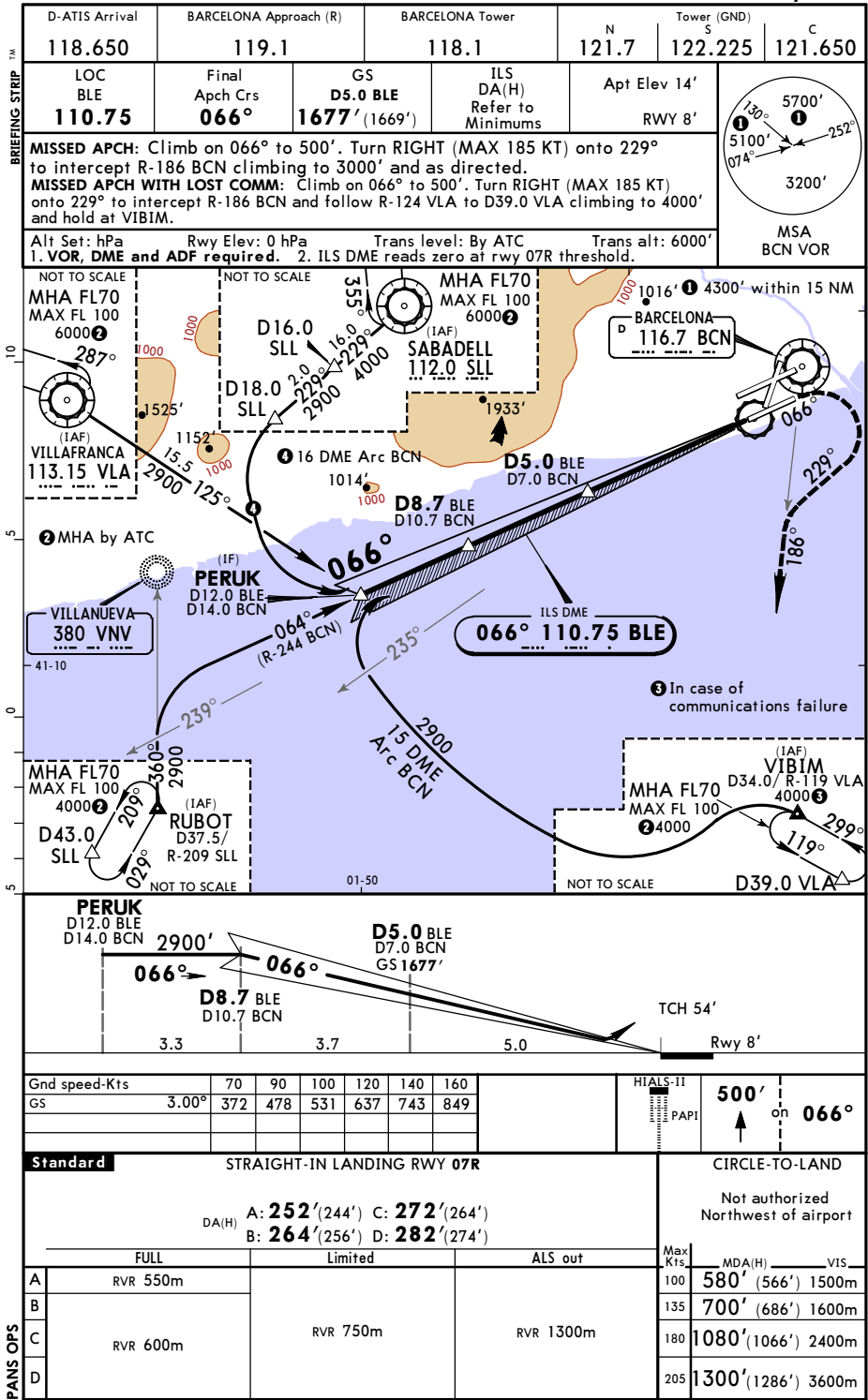
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|-----------------------------|------------------|------------------|------------------|
| STRAIGHT-IN LANDING RWY 07R |                  |                  |                  |
| CAT IIIA ILS                | CAT II ILS       |                  |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

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

LEBL/BCN  
EL PRAT

JEPPesen  
25 MAR 16 **(11-8)** Eff 31 Mar

BARCELONA, SPAIN  
ILS Y Rwy 07R



MSA  
BCN VOR

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



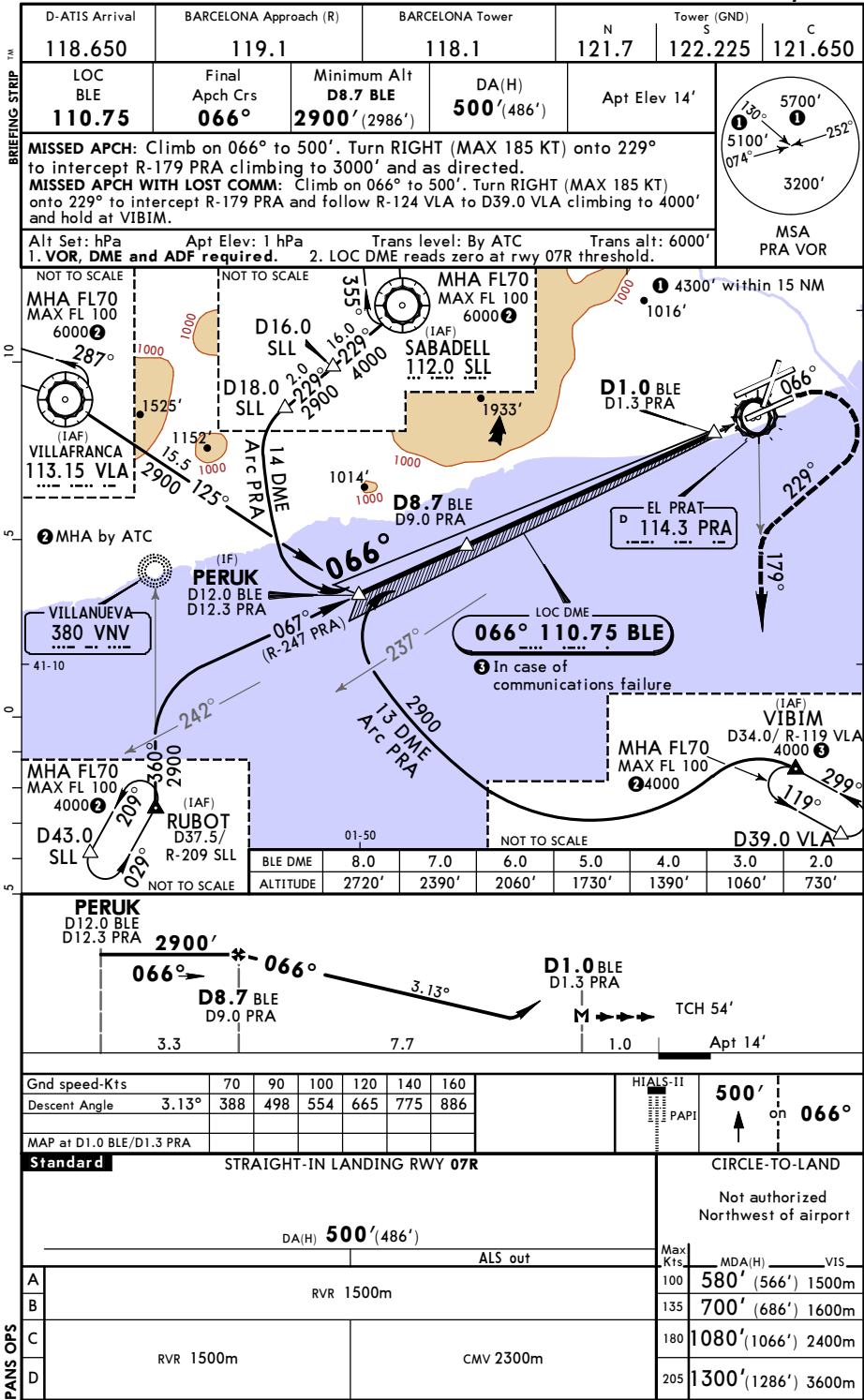
|          |                   |          |
|----------|-------------------|----------|
| RVR 200m | RVR 300m <b>I</b> | RVR 400m |
|----------|-------------------|----------|

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LEBL/BCN  
EL PRAT

25 MAR 16 **11-9** Eff 31 Mar

BARCELONA, SPAIN  
LOC Rwy 07R



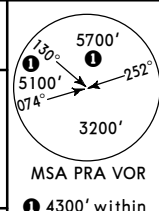


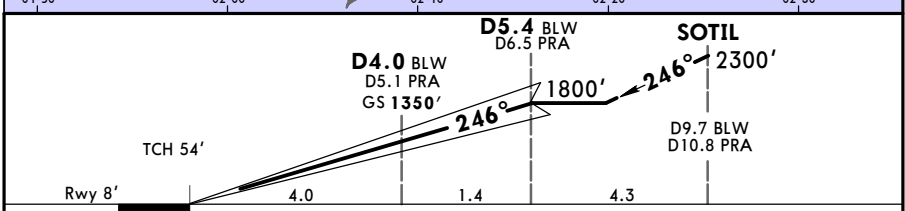
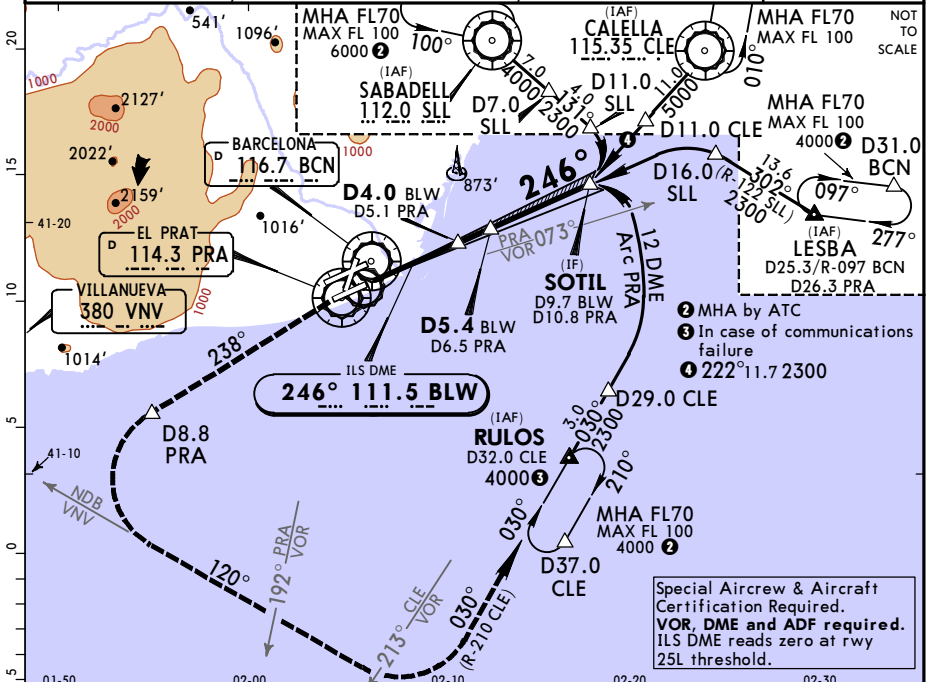
LEBL/BCN  
EL PRAT

25 MAR 16  
Eff 31 Mar

JEPPesen  
(11-10AA)

BARCELONA, SPAIN  
CAT II/III ILS Z Rwy 25L

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                 |                                 |                                        |                               |                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|----------------------------------------|-------------------------------|-----------------------------------------------------------------------------------|
| D-ATIS Arrival<br>118.650                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | BARCELONA Approach (R)<br>119.1 | BARCELONA Tower<br>118.1        | Tower <sup>N</sup> (GND)<br>121.7      | Tower <sup>S</sup><br>122.225 | Tower <sup>C</sup><br>121.650                                                     |
| LOC<br>BLW<br>111.5                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Final<br>Apt Crs<br>246°        | GS<br>D4.0 BLW<br>1350' (1342') | CAT II & IIIA ILS<br>Refer to Minimums | Apt Elev 14'                  | Rwy 8'                                                                            |
| <b>MISSED APCH:</b> Climb to 500' then turn LEFT (MAX 185 KT) to follow R-238 PRA.<br>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.<br><b>MISSED APCH WITH LOST COMM:</b> 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. |                                 |                                 |                                        |                               |  |
| 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 | 849 |
|               |       |     |     |     |     |     |
|               |       |     |     |     |     |     |



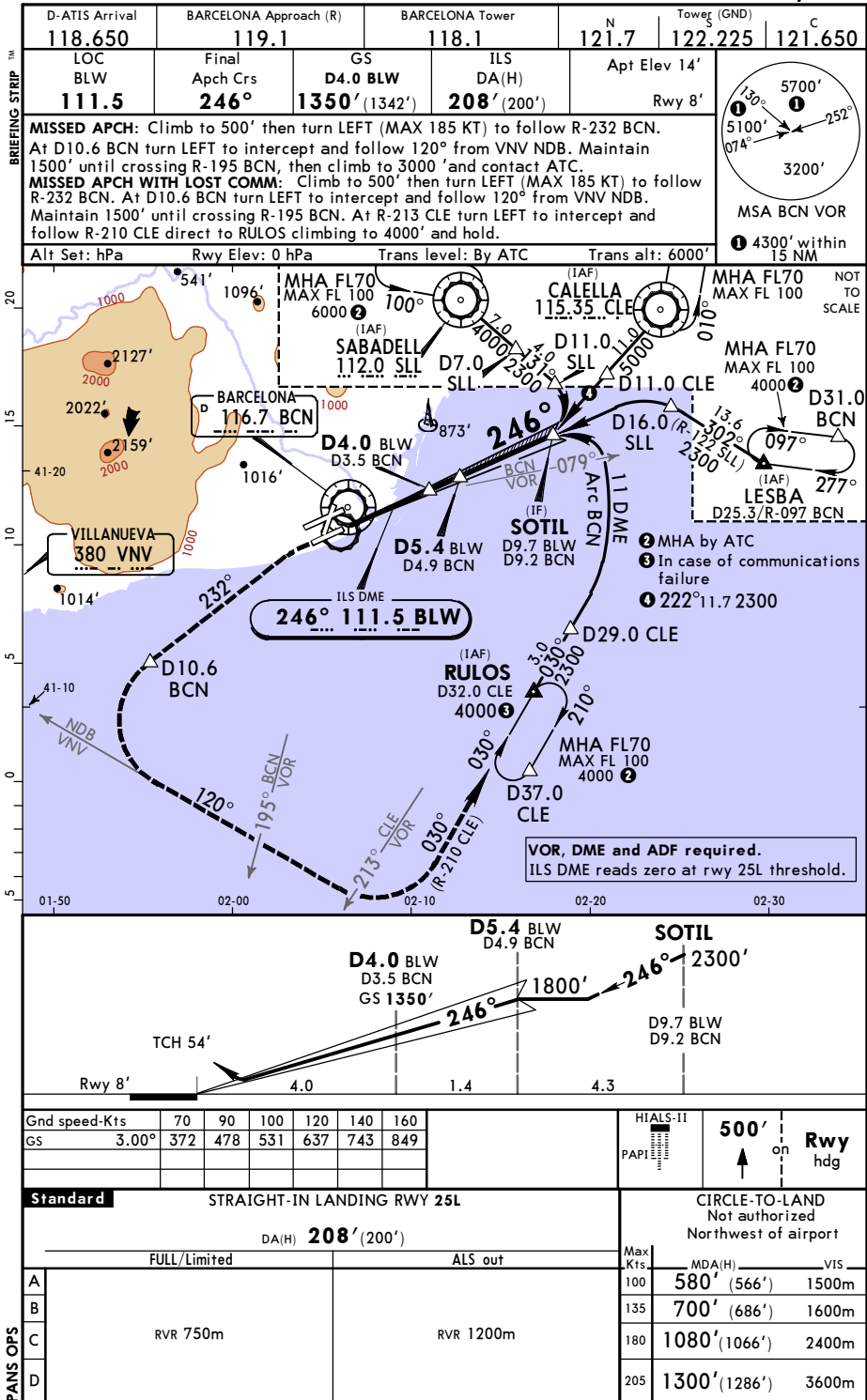
500' on Rwy hdg

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

LEBL/BCN  
EL PRAT

JEPPESSEN  
25 MAR 16 (11-11) Eff 31 Mar

BARCELONA, SPAIN  
ILS Y Rwy 25L

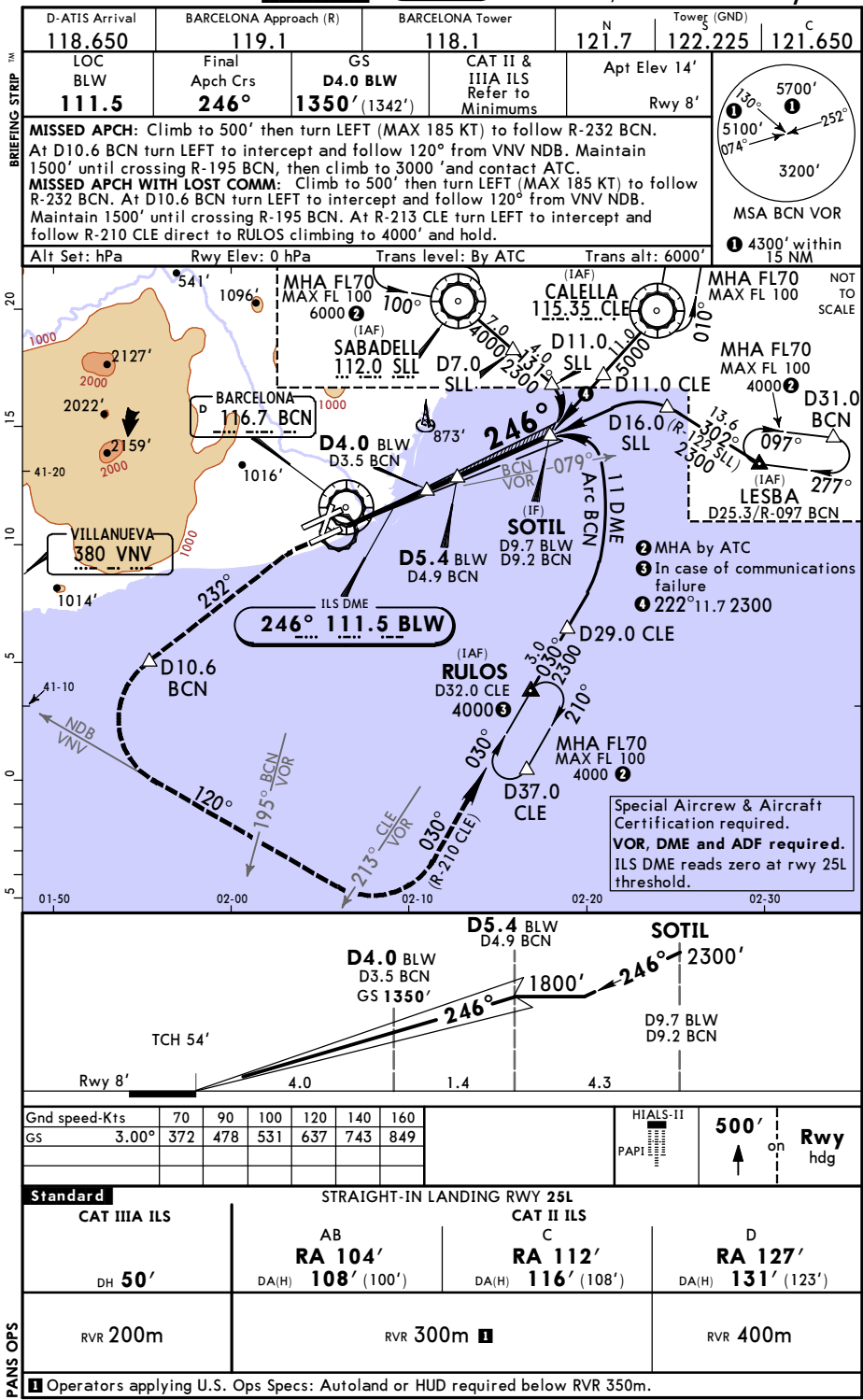


LEBL/BCN  
EL PRAT

25 MAR 16  
Eff 31 Mar

JEPPESSEN  
(11-11AA)

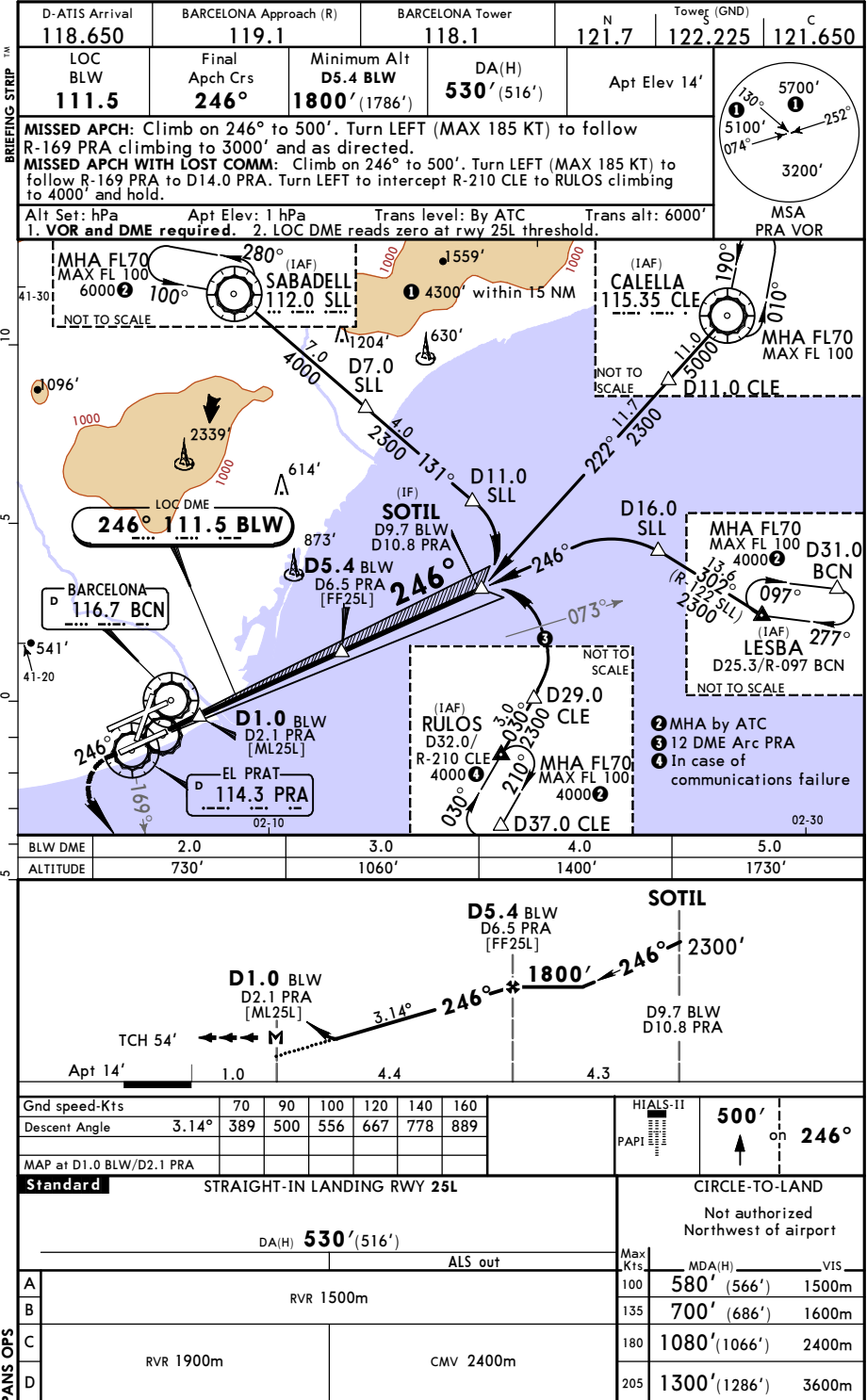
BARCELONA, SPAIN  
CAT II/III ILS Y Rwy 25L



LEBL/BCN  
EL PRAT

25 MAR 16 **11-12** Eff 31 Mar

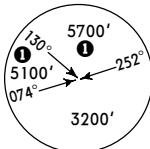
BARCELONA, SPAIN  
LOC Rwy 25L

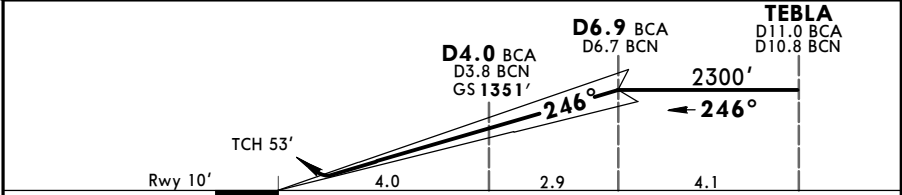
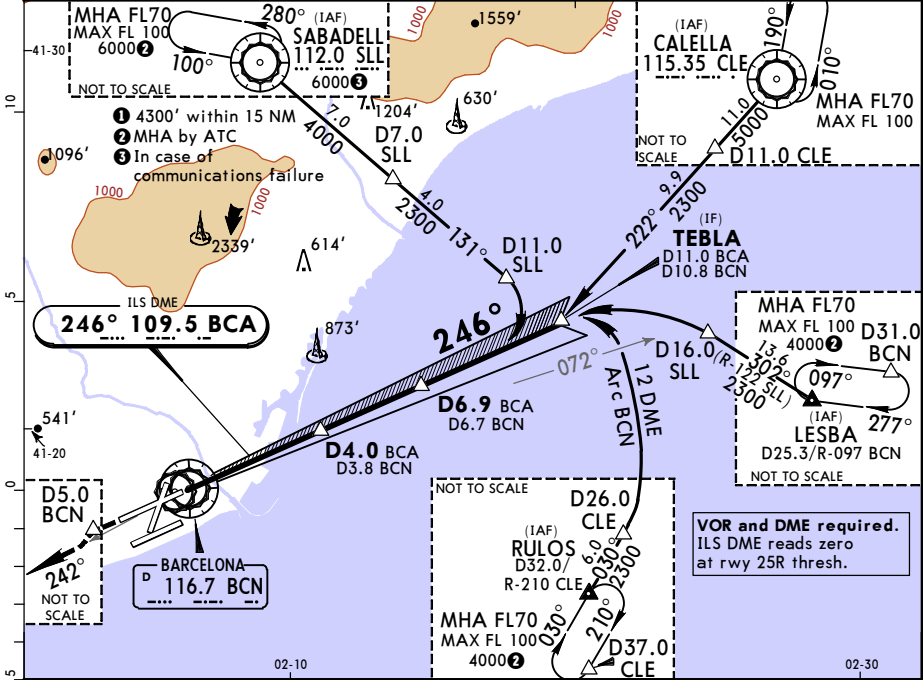


LEBL/BCN  
EL PRAT

25 MAR 16 (11-13) Eff 31 Mar

BARCELONA, SPAIN  
ILS Z Rwy 25R

|                                                                                                                                                                                                                                                                                             |                                 |                                 |                                   |                                     |                                                                                   |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------------|-----------------------------------------------------------------------------------|
| D-ATIS Arrival<br>118.650                                                                                                                                                                                                                                                                   | BARCELONA Approach (R)<br>119.1 | BARCELONA Tower<br>118.1        | Tower <sup>N</sup> (GND)<br>121.7 | Tower <sup>S</sup> (GND)<br>122.225 | Tower <sup>C</sup> (GND)<br>121.650                                               |
| LOC<br>BCA<br>109.5                                                                                                                                                                                                                                                                         | Final<br>Appch Crs<br>246°      | GS<br>D4.0 BCA<br>1351' (1341') | DA(H)<br>Refer to<br>Minimums     | Apt Elev 14'<br>Rwy 10'             |                                                                                   |
| MISSED APCH: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3000' and as directed.<br>MISSED APCH WITH LOST COMM: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold. |                                 |                                 |                                   |                                     |  |
| Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'                                                                                                                                                                                                                           |                                 |                                 |                                   |                                     | MSA<br>BCN VOR                                                                    |



|               |       |     |     |     |     |     |                  |                           |
|---------------|-------|-----|-----|-----|-----|-----|------------------|---------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HTALS-II<br>PAPI | D5.0<br>BCN on Rwy<br>hdg |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                  |                           |

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

PANS OPS

LEBL/BCN  
EL PRAT

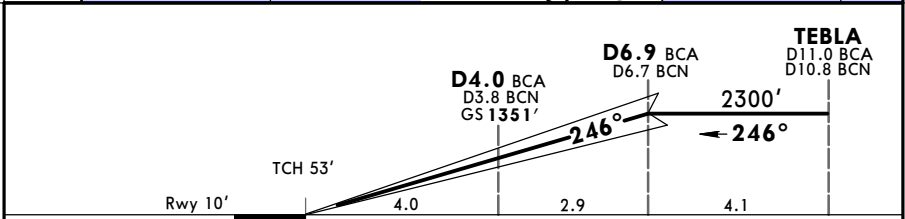
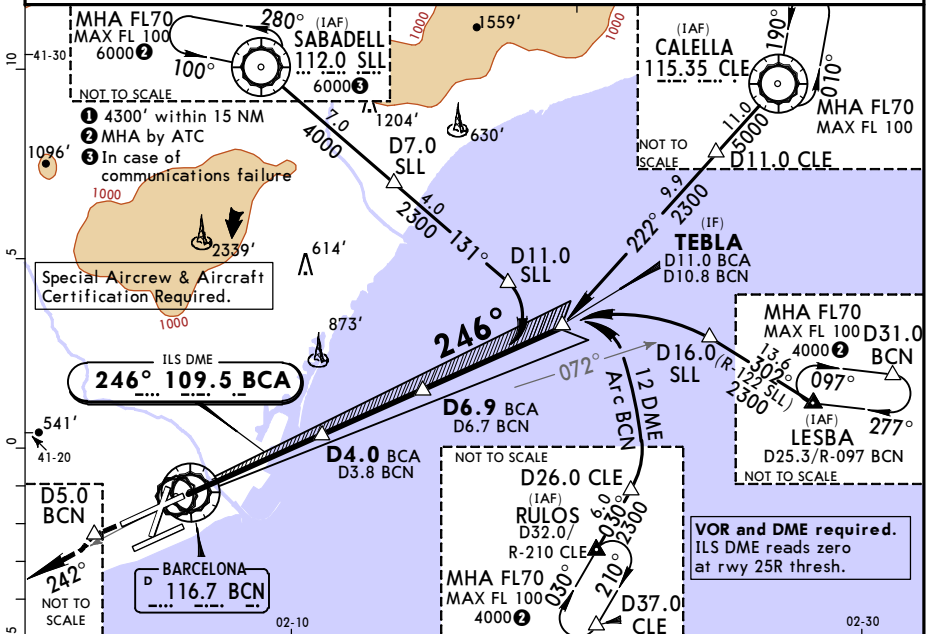
25 MAR 16  
Eff 31 Mar

JEPPESN  
(11-13AA)

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

|                                                                                                                                                                                                                                                                                                           |                                 |                                 |                                                                             |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|-----------------------------------------------------------------------------|
| D-ATIS Arrival<br>118.650                                                                                                                                                                                                                                                                                 | BARCELONA Approach (R)<br>119.1 | BARCELONA Tower<br>118.1        | Tower (GND)<br>121.7 <sup>N</sup> 122.225 <sup>S</sup> 121.650 <sup>C</sup> |
| LOC<br>BCA<br>109.5                                                                                                                                                                                                                                                                                       | Final<br>Apch Crs<br>246°       | GS<br>D4.0 BCA<br>1351' (1341') | CAT II & IIIA ILS<br>Refer to Minimums<br>Apt Elev 14'<br>Rwy 10'           |
| <b>MISSED APCH:</b> Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-242 BCN and climb to 3000' and as directed.<br><b>MISSED APCH WITH LOST COMM:</b> 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. |                                 |                                 | <br>MSA BCN VOR                                                             |

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



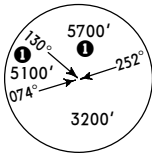
|               |       |     |     |     |     |     |                      |                                    |
|---------------|-------|-----|-----|-----|-----|-----|----------------------|------------------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | <br>HIALS-II<br>PAPI | <b>D5.0 BCN</b><br>on ↑<br>Rwy hdg |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                      |                                    |

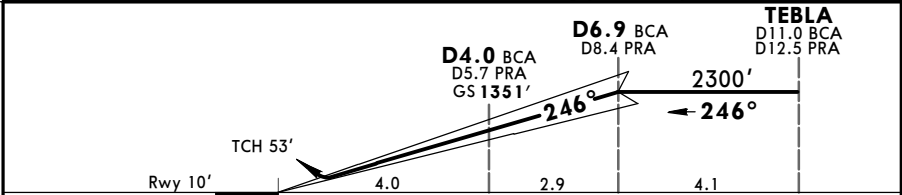
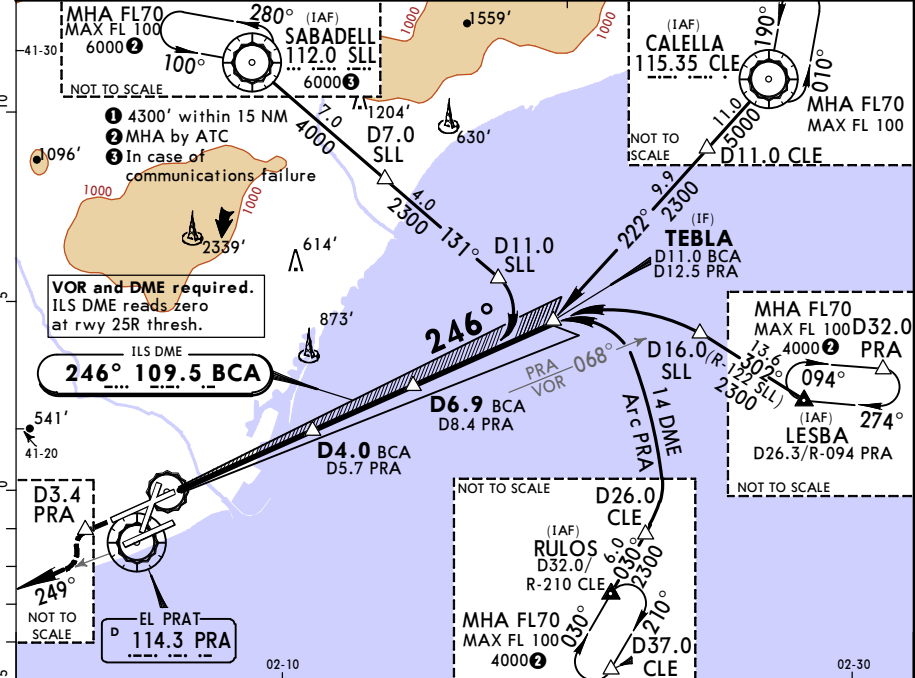
|                                 |                                  |                                  |                                  |                                  |
|---------------------------------|----------------------------------|----------------------------------|----------------------------------|----------------------------------|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

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JEPPesen  
8 APR 16 (11-14)

BARCELONA, SPAIN  
ILS Y Rwy 25R

|                                                                                                                                                                                                                                                                                               |                                 |                                 |                                   |                                     |                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|-----------------------------------|-------------------------------------|-----------------------------------------------------------------------------------|
| D-ATIS Arrival<br>118.650                                                                                                                                                                                                                                                                     | BARCELONA Approach (R)<br>119.1 | BARCELONA Tower<br>118.1        | Tower <sup>N</sup> (GND)<br>121.7 | Tower <sup>S</sup> (GND)<br>122.225 | Tower <sup>C</sup> (GND)<br>121.650                                               |
| LOC<br>BCA<br>109.5                                                                                                                                                                                                                                                                           | Final<br>Appch Crs<br>246°      | GS<br>D4.0 BCA<br>1351' (1341') | DA(H)<br>Refer to<br>Minimums     | Apt Elev 14'<br>Rwy 10'             |                                                                                   |
| MISSSED APCH: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3000' and as directed.<br>MISSSED APCH WITH LOST COMM: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold. |                                 |                                 |                                   |                                     |  |
| Alt Set: hPa                                                                                                                                                                                                                                                                                  | Rwy Elev: 0 hPa                 | Trans level: By ATC             | Trans alt: 6000'                  | MSA<br>PRA VOR                      |                                                                                   |



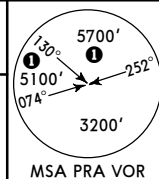
|               |       |     |     |     |     |     |                  |                           |
|---------------|-------|-----|-----|-----|-----|-----|------------------|---------------------------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | HTALS-II<br>PAPI | D3.4<br>PRA on Rwy<br>hdg |
| GS            | 3.00° | 372 | 478 | 531 | 637 | 849 |                  |                           |

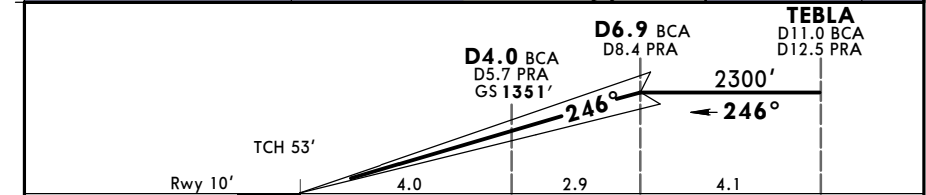
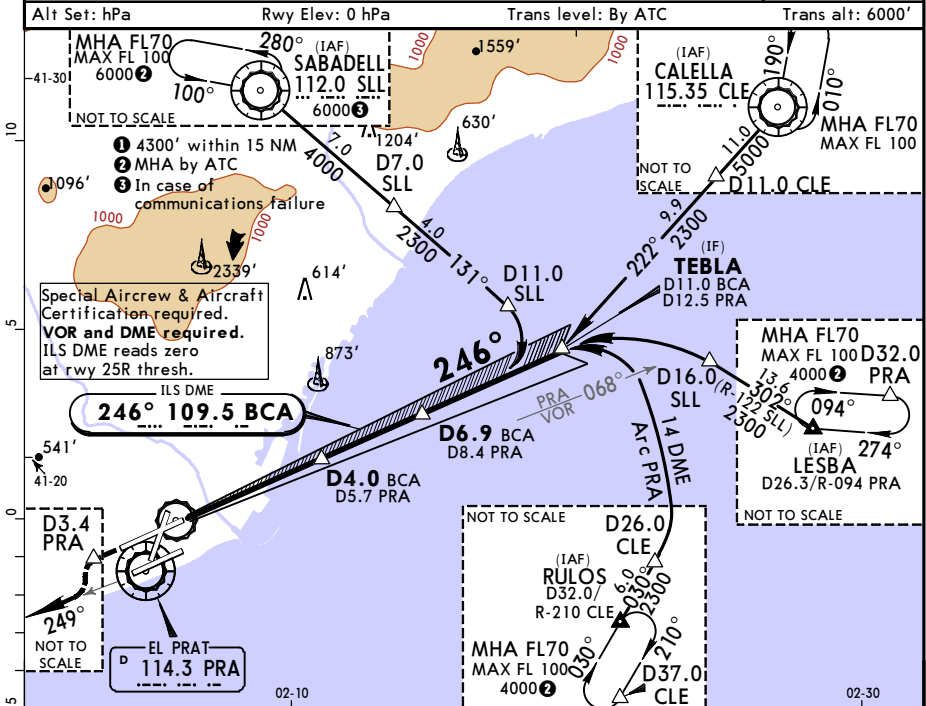
|                                                                         |  |          |                                                          |                     |
|-------------------------------------------------------------------------|--|----------|----------------------------------------------------------|---------------------|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

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EL PRAT

JEPPesen  
8 APR 16 (11-14AA)

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

|                                                                                                                                                                                                                                                                                                           |                                 |                                 |                                              |                                     |                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|---------------------------------|----------------------------------------------|-------------------------------------|-----------------------------------------------------------------------------------|
| D-ATIS Arrival<br>118.650                                                                                                                                                                                                                                                                                 | BARCELONA Approach (R)<br>119.1 | BARCELONA Tower<br>118.1        | Tower <sup>N</sup> (GND)<br>121.7            | Tower <sup>S</sup> (GND)<br>122.225 | Tower <sup>C</sup> (GND)<br>121.650                                               |
| LOC<br>BCA<br>109.5                                                                                                                                                                                                                                                                                       | Final<br>Appch Crs<br>246°      | GS<br>D4.0 BCA<br>1351' (1341') | CAT II &<br>IIIA ILS<br>Refer to<br>Minimums | Apt Elev 14'<br>Rwy 10'             |  |
| <b>MISSED APCH:</b> Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3000' and as directed.<br><b>MISSED APCH WITH LOST COMM:</b> Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-249 PRA and climb to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold. |                                 |                                 |                                              |                                     | MSA PRA VOR                                                                       |

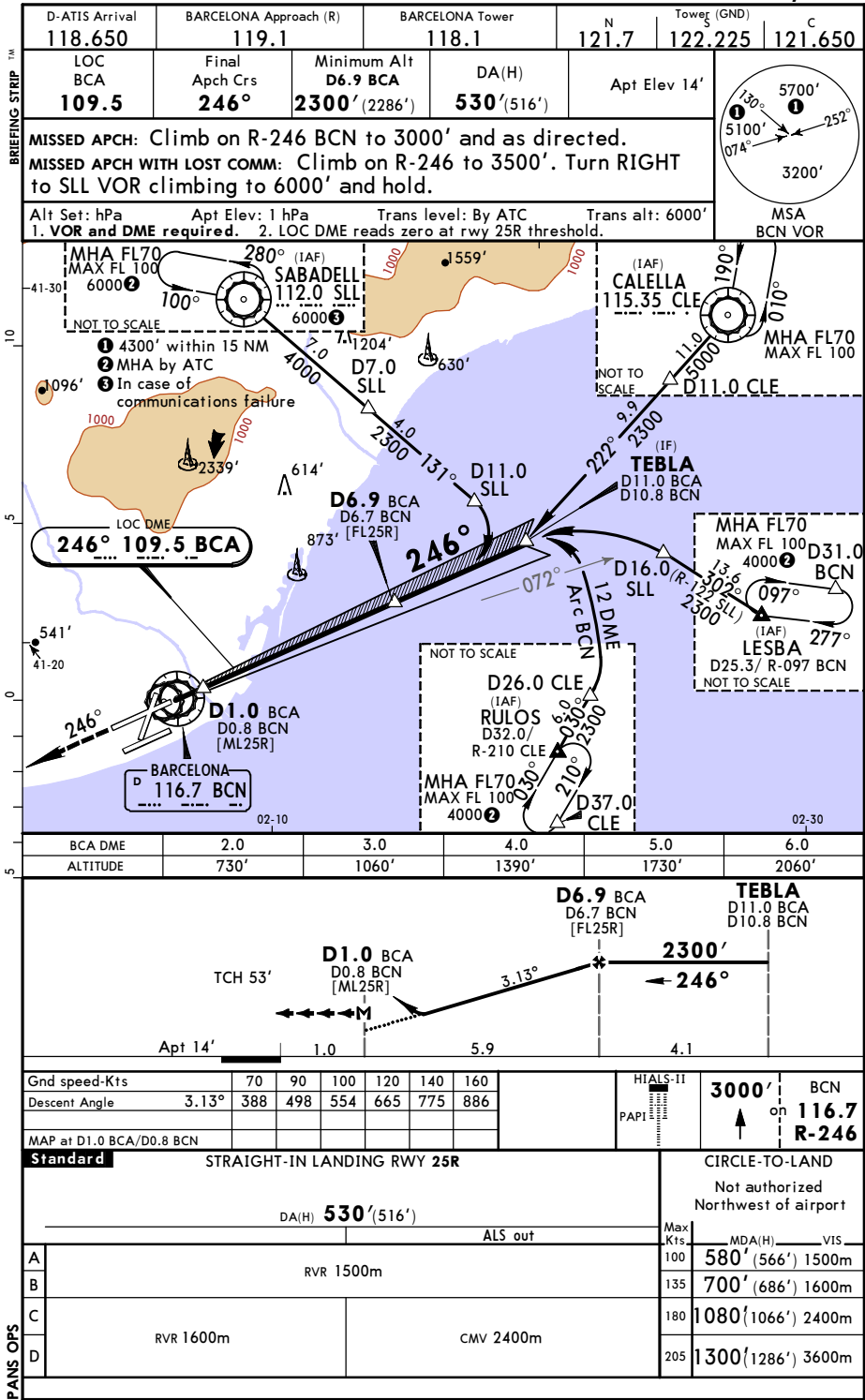


|               |       |              |     |     |     |     |                             |                                               |  |                                             |                            |                               |  |  |  |  |            |  |  |  |  |
|---------------|-------|--------------|-----|-----|-----|-----|-----------------------------|-----------------------------------------------|--|---------------------------------------------|----------------------------|-------------------------------|--|--|--|--|------------|--|--|--|--|
| Gnd speed-Kts |       | 70           | 90  | 100 | 120 | 140 | 160                         | <div><div>HIALS-II</div><div>PAPI</div></div> |  | <div>D3.4</div> <div>PRA</div> <div>↑</div> | <div>on</div> <div>↓</div> | <div>Rwy</div> <div>hdg</div> |  |  |  |  |            |  |  |  |  |
| GS            | 3.00° | 372          | 478 | 531 | 637 | 743 | 849                         |                                               |  |                                             |                            |                               |  |  |  |  |            |  |  |  |  |
|               |       |              |     |     |     |     |                             |                                               |  |                                             |                            |                               |  |  |  |  |            |  |  |  |  |
| Standard      |       | CAT IIIA ILS |     |     |     |     | STRAIGHT-IN LANDING RWY 25R |                                               |  |                                             |                            |                               |  |  |  |  |            |  |  |  |  |
|               |       |              |     |     |     |     | CAT II ILS                  |                                               |  |                                             |                            |                               |  |  |  |  |            |  |  |  |  |
|               |       | A            |     |     |     |     | B                           |                                               |  |                                             |                            | C                             |  |  |  |  | D          |  |  |  |  |
|               |       | RA 102'      |     |     |     |     | RA 116'                     |                                               |  |                                             |                            | RA 127'                       |  |  |  |  | RA 143'    |  |  |  |  |
|               |       | DA(H)        |     |     |     |     | DA(H)                       |                                               |  |                                             |                            | DA(H)                         |  |  |  |  | DA(H)      |  |  |  |  |
| DH 50'        |       | 110'(100')   |     |     |     |     | 124'(114')                  |                                               |  |                                             |                            | 135'(125')                    |  |  |  |  | 150'(140') |  |  |  |  |
| RVR 200m      |       |              |     |     |     |     | RVR 300m I                  |                                               |  |                                             |                            |                               |  |  |  |  | RVR 400m   |  |  |  |  |

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25 MAR 16 (11-15) Eff 31 Mar

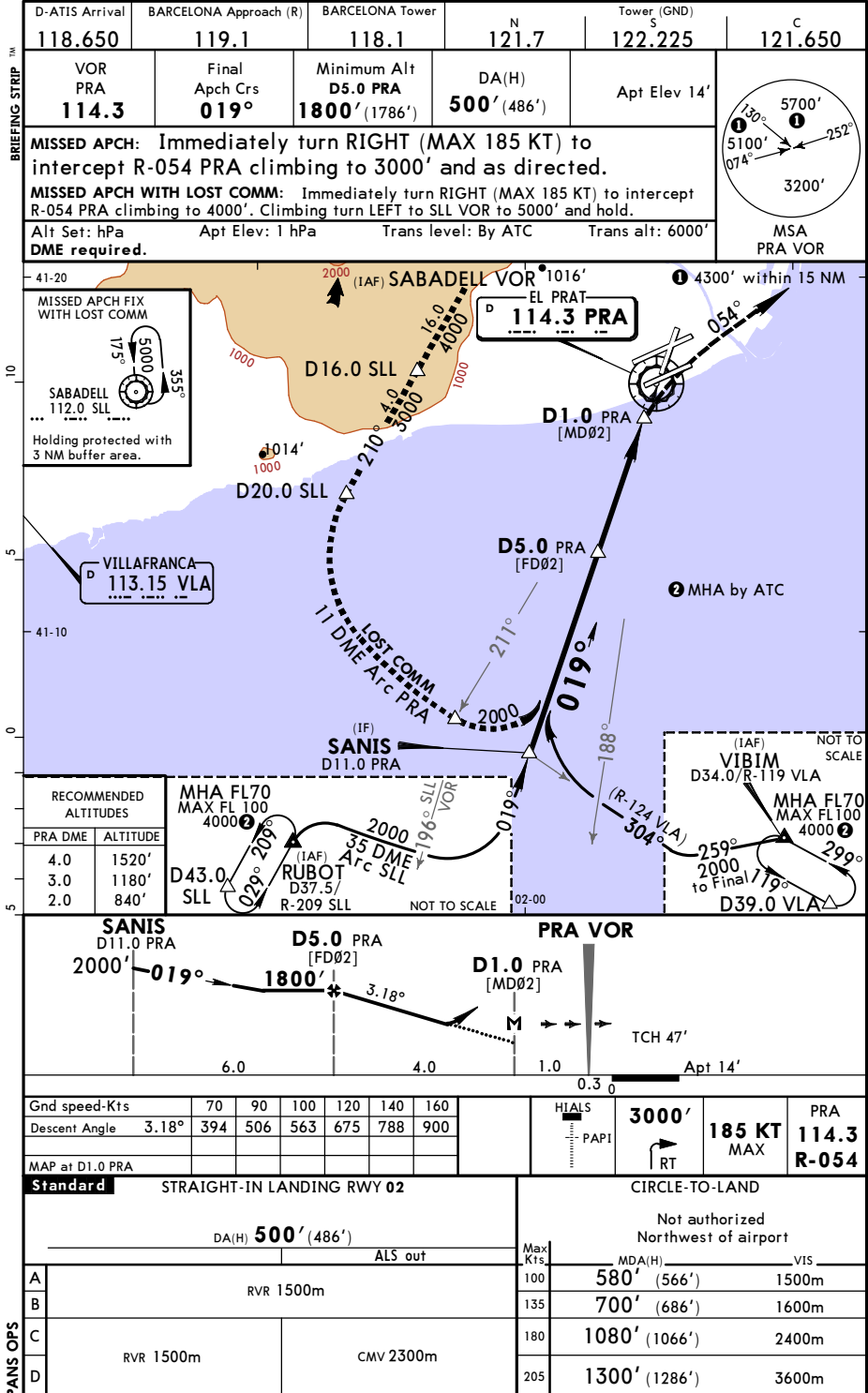
BARCELONA, SPAIN  
LOC Rwy 25R



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EL PRAT

25 MAR 16 (13-1) Eff 31 Mar

BARCELONA, SPAIN  
VOR Rwy 02

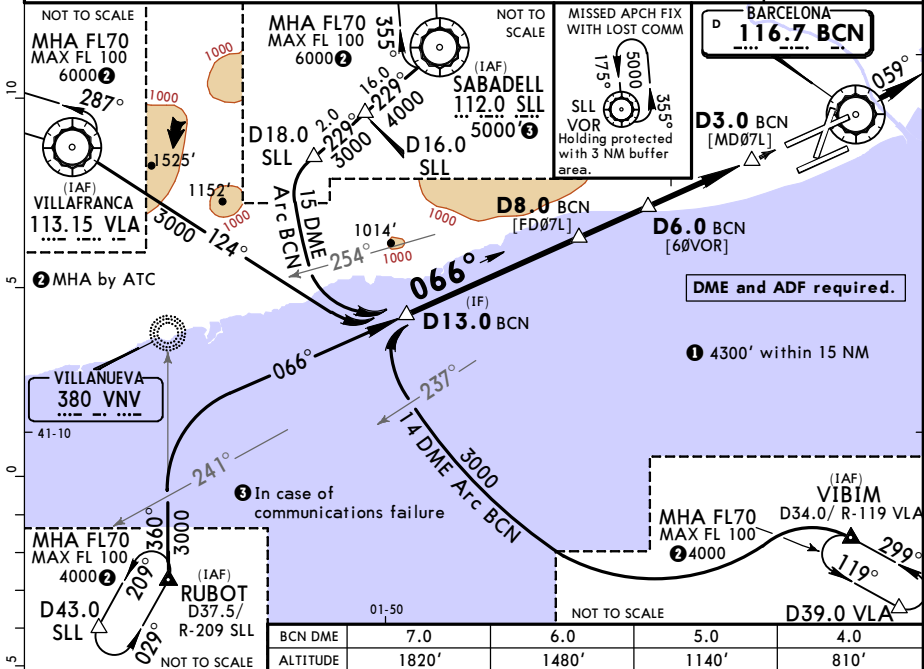


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EL PRAT

JEPPesen  
25 MAR 16 13-2 Eff 31 Mar

BARCELONA, SPAIN  
VOR Rwy 07L

|                                                                                                                                                                                                                                            |                            |                                          |                      |              |         |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|------------------------------------------|----------------------|--------------|---------|
| D-ATIS Arrival                                                                                                                                                                                                                             | BARCELONA Approach (R)     | BARCELONA Tower                          | N                    | Tower (GND)  | C       |
| 118.650                                                                                                                                                                                                                                    | 119.1                      | 118.1                                    | 121.7                | 122.225      | 121.650 |
| VOR BCN<br>116.7                                                                                                                                                                                                                           | Final<br>Aptch Crs<br>066° | Minimum Alt<br>D8.0 BCN<br>2100' (2086') | DA(H)<br>480' (466') | Apt Elev 14' |         |
| MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 3000' and as directed.<br>MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-059 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold. |                            |                                          |                      |              |         |
| Alt Set: hPa                                                                                                                                                                                                                               | Apt Elev: 1 hPa            | Trans level: By ATC                      | Trans alt: 6000'     |              |         |



|                             |  |  |  |  |  |                                     |  |  |  |  |  |
|-----------------------------|--|--|--|--|--|-------------------------------------|--|--|--|--|--|
| <b>D13.0 BCN</b><br>3000'   |  |  |  |  |  | <b>BCN VOR</b>                      |  |  |  |  |  |
| 066°                        |  |  |  |  |  | 2100'                               |  |  |  |  |  |
| 5.0                         |  |  |  |  |  | 3.17°                               |  |  |  |  |  |
| D8.0 BCN [FD07L]            |  |  |  |  |  | 1480'                               |  |  |  |  |  |
| D6.0 BCN [60VOR]            |  |  |  |  |  | M                                   |  |  |  |  |  |
| D3.0 BCN [MD07L]            |  |  |  |  |  | TCH displ thresh 54'                |  |  |  |  |  |
| 5.0                         |  |  |  |  |  | 1.2                                 |  |  |  |  |  |
| Apt 14'                     |  |  |  |  |  |                                     |  |  |  |  |  |
| Gnd speed-Kts               |  |  |  |  |  | BCN 116.7                           |  |  |  |  |  |
| Descent Angle 3.17°         |  |  |  |  |  | 3000' on 116.7 R-059                |  |  |  |  |  |
| MAP at D3.0 BCN             |  |  |  |  |  |                                     |  |  |  |  |  |
| <b>Standard</b>             |  |  |  |  |  | <b>CIRCLE-TO-LAND</b>               |  |  |  |  |  |
| STRAIGHT-IN LANDING RWY 07L |  |  |  |  |  | Not authorized Northwest of airport |  |  |  |  |  |
| DA(H) 480' (466')           |  |  |  |  |  | Max Kts                             |  |  |  |  |  |
| ALS out                     |  |  |  |  |  | MDA(H) VIS                          |  |  |  |  |  |
| RVR 1500m                   |  |  |  |  |  | 100 580' (566') 1500m               |  |  |  |  |  |
| RVR 1500m                   |  |  |  |  |  | 135 700' (686') 1600m               |  |  |  |  |  |
| CMV 2200m                   |  |  |  |  |  | 180 1080' (1066') 2400m             |  |  |  |  |  |
|                             |  |  |  |  |  | 205 1300' (1286') 3600m             |  |  |  |  |  |

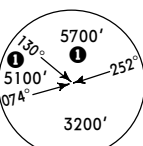
CHANGES: Communications.

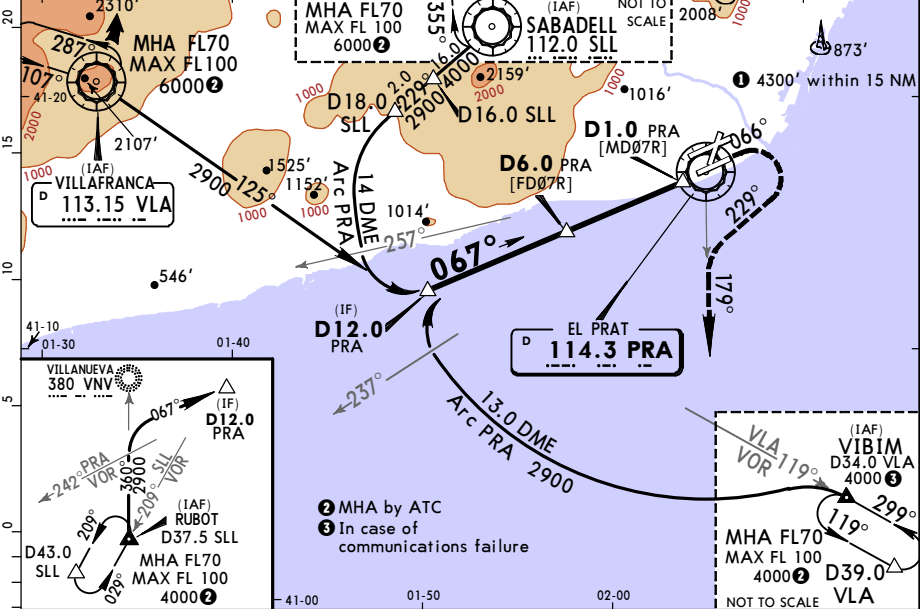
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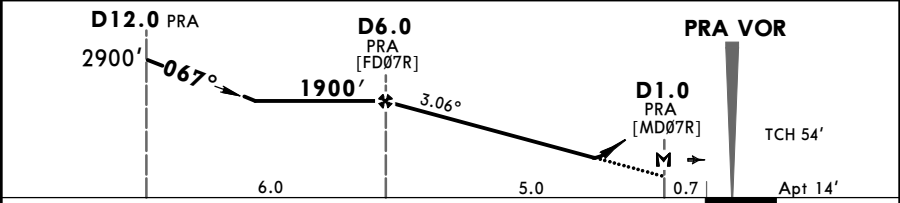
JEPPesen  
25 MAR 16 **13-3** Eff 31 Mar

BARCELONA, SPAIN  
VOR Rwy 07R

|                                                                                                                                                                                                                                                                                                                                     |                                        |                                                        |                             |                               |                                                                                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------|-----------------------------|-------------------------------|-----------------------------------------------------------------------------------|
| D-ATIS Arrival<br><b>118.650</b>                                                                                                                                                                                                                                                                                                    | BARCELONA Approach (R)<br><b>119.1</b> | BARCELONA Tower<br><b>118.1</b>                        | N<br><b>121.7</b>           | Tower (GND)<br><b>122.225</b> | C<br><b>121.650</b>                                                               |
| VOR<br>PRA<br><b>114.3</b>                                                                                                                                                                                                                                                                                                          | Final<br>ApcH Crs<br><b>067°</b>       | Minimum Alt<br><b>D6.0 PRA</b><br><b>1900'</b> (1886') | DA(H)<br><b>440'</b> (426') | Apt Elev 14'                  |                                                                                   |
| <b>MISSED APCH:</b> Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA climbing to 3000' and as directed.<br><b>MISSED APCH WITH LOST COMM:</b> Climb on 066° to 500'. Turn RIGHT (MAX 185 KT) onto 229° to intercept R-179 PRA and follow R-124 VLA 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'                                                                                                                                                                                                                                                          |                                        |                                                        |                             |                               | MSA<br>PRA VOR                                                                    |
| 1. DME and ADF required.    2. Final approach track offset 1° from rwy centerline.                                                                                                                                                                                                                                                  |                                        |                                                        |                             |                               |                                                                                   |



|          |       |       |      |      |
|----------|-------|-------|------|------|
| PRA DME  | 5.0   | 4.0   | 3.0  | 2.0  |
| ALTITUDE | 1586' | 1260' | 930' | 610' |



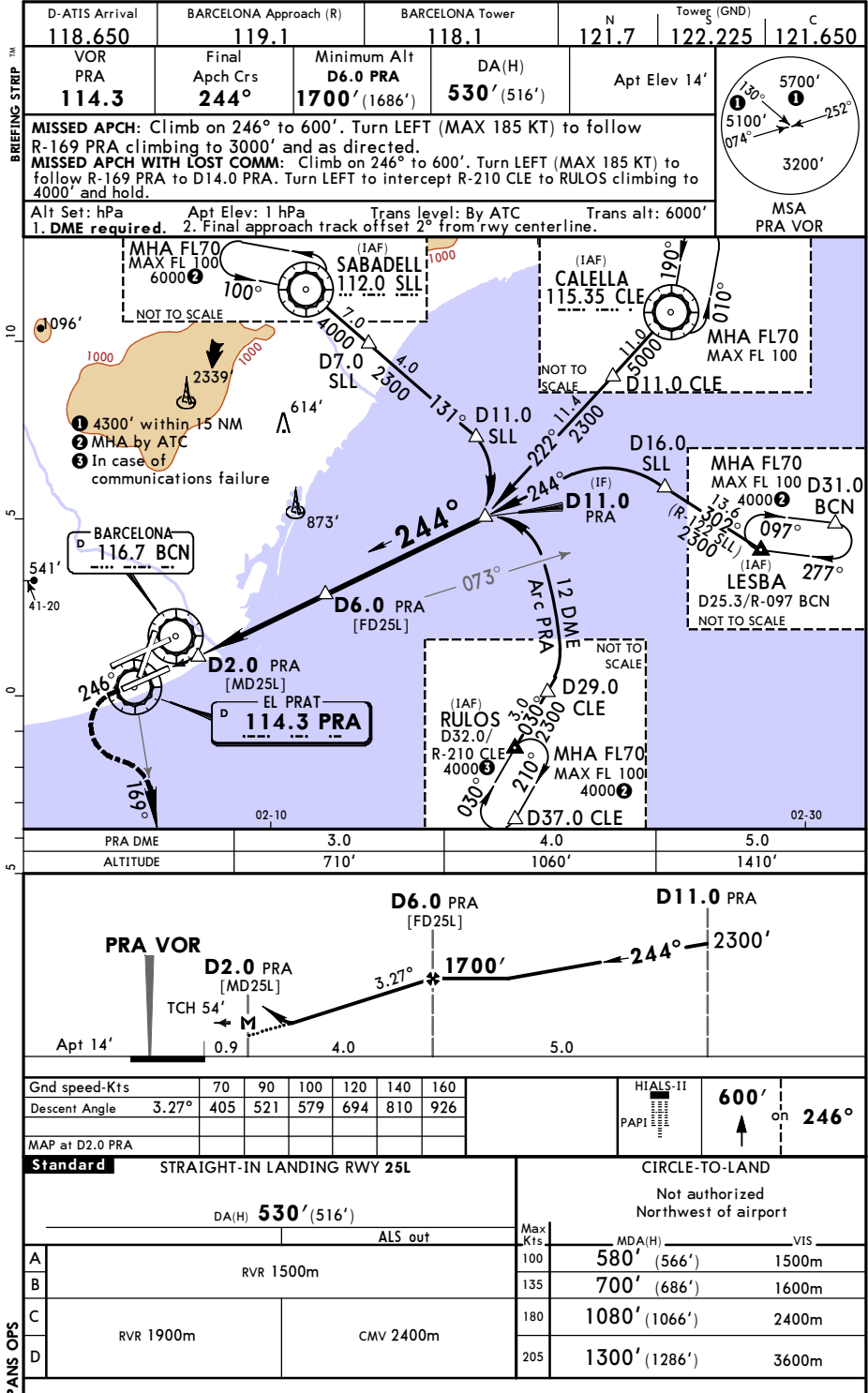
|                     |     |     |     |     |     |     |                                                                                     |
|---------------------|-----|-----|-----|-----|-----|-----|-------------------------------------------------------------------------------------|
| Gnd speed-Kts       | 70  | 90  | 100 | 120 | 140 | 160 |  |
| Descent Angle 3.06° | 379 | 487 | 541 | 650 | 758 | 866 |                                                                                     |
| MAP at D1.0 PRA     |     |     |     |     |     |     |                                                                                     |

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

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EL PRAT

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25 MAR 16 **13-4** Eff 31 Mar

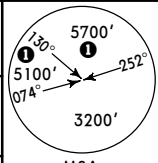
BARCELONA, SPAIN  
VOR Rwy 25L

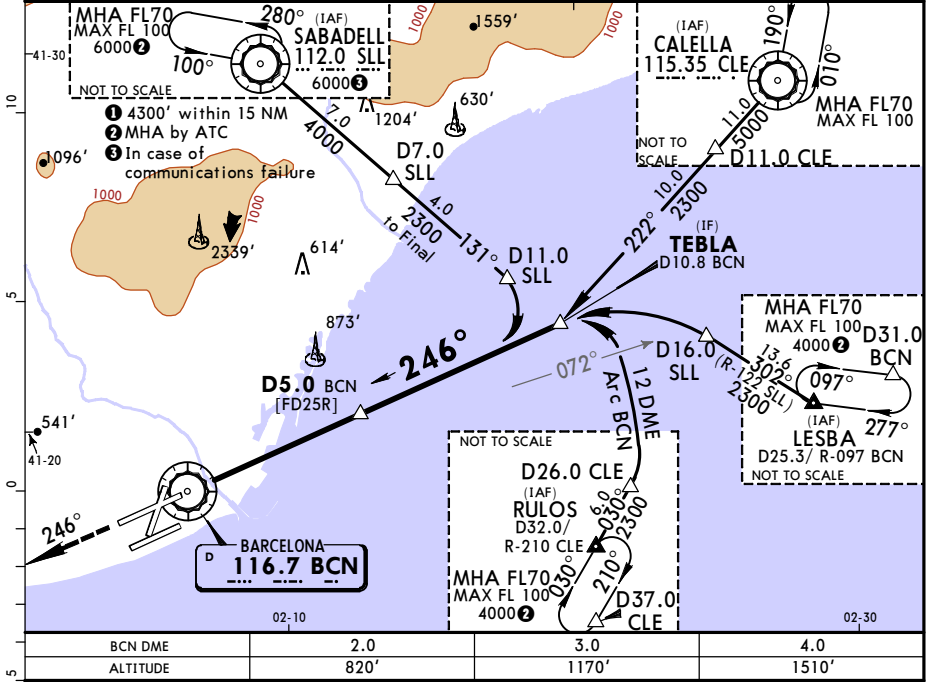


LEBL/BCN  
EL PRAT

JEPPESSEN  
25 MAR 16 13-5 Eff 31 Mar

BARCELONA, SPAIN  
VOR Rwy 25R

|                                                                                                        |                        |                      |                     |              |                  |                                                                                   |             |         |  |  |  |
|--------------------------------------------------------------------------------------------------------|------------------------|----------------------|---------------------|--------------|------------------|-----------------------------------------------------------------------------------|-------------|---------|--|--|--|
| D-ATIS Arrival                                                                                         | BARCELONA Approach (R) |                      | BARCELONA Tower     |              | N                | Tower (GND)                                                                       |             | C       |  |  |  |
| 118.650                                                                                                | 119.1                  |                      | 118.1               |              | 121.7            | 122.225                                                                           |             | 121.650 |  |  |  |
| VOR BCN                                                                                                | Final Apch Crs         | Minimum Alt D5.0 BCN | DA(H)               | Apt Elev 14' |                  |  |             |         |  |  |  |
| 116.7                                                                                                  | 246°                   | 1800' (1786')        | 540' (526')         |              |                  |                                                                                   |             |         |  |  |  |
| 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' |                                                                                   | MSA BCN VOR |         |  |  |  |
| DME required.                                                                                          |                        |                      |                     |              |                  |                                                                                   |             |         |  |  |  |



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



### Chart changes since cycle 12-2016

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

ACT PROCEDURE IDENT

## INDEX

REV DATE

EFF DATE

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

## **TERMINAL CHART CHANGE NOTICES**

### **No Chart Change Notices for Airport LEBL**