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LEBL/BCN **BARCELONA** 

24 AUG 07

11 JEPPESEN 10-1P

BARCELONA, SPAIN AIRPORT BRIEFING

## 1. GENERAL

# 1.1. ATIS

118.65 ATIS Arrival 121.97 ATIS Departure

### 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 the use of APT is 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

Whenever the RWY conditions are equal to or better than the following conditions, between 0700-2300LT West configuration will have priority over East configuration and between 2300-0700LT East configuration will have priority over West configuration due to environmental reasons:

- RWY is dry or wet with braking action good:
- ceiling 500';
- VIS 3.7km (2NM);
- tailwind component 5 KT (gusts included) and/or crosswind 15 KT;
- wind shear has been reported or forecasted or storms are expected to affect the approach or departure.

Nonetheless and depending on the traffic situation, operational needs and good meteorological conditions, under ATC criteria, the following configuration of the RWY in use will be allowed until wind components (gusts included) are less than 10 KT tailwind and 25 KT crosswind.

### Between 0700-2300LT

West configuration parallel RWYs:

- Arrivals RWY 25R
- Departures RWY 25L and 25R

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 (the lack of justification can be considered as non-compliance). 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 and ACFT with an overall height above 54'/16.46m. The justification must be submitted to APT Operations as soon as possible.

## Between 2300-0700LT

West configuration:

- Arrivals RWY 25L
- Departures RWY 25L

East configuration:

- Arrivals RWY 02
- Departures RWY 07R.

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.

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"JEPPESEN BARCELONA, SPAIN 24 AUG 07 (10-1P1) AIRPORT BRIEFING **BARCELONA** 

## 1. GENERAL

## 1.3. LOW VISIBILITY PROCEDURES (LVP)

# 1.3.1. GENERAL

LEBL/BCN

During LVP CAT II/III all operations on RWYs 07L/R, 25L/R.

LVP will be applied subject to the following conditions:

- Manoeuvring area: When RVR is 600m or below with any transmissometer of arriving RWY in use, when VIS is 900m or below, or when ceiling is 250' or below.
- Apron: When RVR is 400m or below with any transmissometer of RWY 07L/25R.

Pilots will be informed about the application of LVP by ATIS or by radio frequency.

Any notified or detected incidence that may affect the LVP will be immediately communicated to ACFT and ATC services implicated.

The control tower will supply RWYs in use RVR directly, in accordance to the following order: RVR A: TDZ; RVR B: RWY Mid-point; RVR C: RWY end.

When CAT II/III approaches will take place, the landing permission will not be given, after the ACFT is located at 2NM from TDZ and only will be supplied when ILS sensitive areas (LSA) are vacated. Every ACFT on final approach at 2NM from TDZ without clearance to land, will have to execute missed approach.

LVP will be cancelled when the meteorological conditions will be the following:

- Manoeuvring area: When RVR is above 800m with the transmissometers of RWY-in-use, ceiling is 300' or above and with a strong tendency to the improvement of the meteorological conditions.
- Apron: When RVR is above 450m from transmissometers of RWY 07L/25R and with a strong tendency to the improvement of the meteorological conditions.

# 1.3.2. GROUND MOVEMENT

### 1.3.2.1. GENERAL

CHANGES: None

Pilots will proceed to verify at every moment the ACFT position, especially at intersections, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the ACFT and immediately will notify ATC.

ACFT will abandon the landing RWY only through those exits having centerline lights.

### 1.3.2.2. GENERAL TAXI DIRECTIONS

Arrival	Departure	General Taxi Direction on				
RWY	RWY	TWY M	TWY S	TWY T		
07L	07L		no restrictions			
07R	07R	East	West	East		
25L	25L	West	East	West		
25R	25L	East	West	East		
25R	25R	bidirectional	East	West		

### 1.3.2.3. PARALLEL RWY OPERATIONS IN WEST CONFIGURATION

When the pilot has left the last yellow light (of the alternated green and yellow lights) of the TWY centerline to vacate the RWY, ACFT has to stop and notify its position and that LSA is vacated. In this position, it has reached the safety distance with the TWY T and out of LSA. As a general procedure, arriving ACFT will taxi via TWY S (Westbound) or TWY T (Eastbound) through any of the gates indicated by TWR. Departure from RWY 25L on TWY S through any gate indicated by ATC, follow TWY S until S14, M10 thru M6, D2, D1 and K to holding point RWY 25L.

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LEBL/BCN BARCELONA

12 OCT 07

JEPPESEN
7 (10-1P2) Eff 25 Oct

BARCELONA, SPAIN AIRPORT BRIEFING

## 1. GENERAL

### 1.3.2.4. RWY 07R IN USE ONLY

Arriving ACFT will notify vacated LSA when reaching TWY K, then follow TWYs K, D1, D2, D3, D4, DB and TWY S (Westbound) or TWY T (Eastbound) through any of the gates indicated by TWR.

Departures should taxi via TWY S Westbound to TWYs M14, M13, M12, M11, M10, M9, M8, M7, E3, J1 and K to RWY 07R.

#### 1.3.2.5. RWY 25L IN USE ONLY

Arriving ACFT will notify vacated LSA when reaching TWY K, then follow TWYs K, J1, E3, M7, M8, M9, M10 and TWY S through any of the gates indicated by TWR. Departures should taxi via TWY S (Eastbound) or TWY T (Westbound), then via TWYs DB, D4, D3, D2. D1 and K to RWY 25L.

#### 1.3.2.6. RWY 25R IN USE ONLY

When the pilot has left the last yellow light (of the alternated green and yellow lights) of the TWY centerline to vacate the RWY, ACFT has to stop and notify its position and that LSA is vacated. In this position, it has reached the safety distance with the TWY T and out of LSA. As a general procedure, arriving ACFT will taxi via TWY S (Eastbound) or TWY T (Westbound) through any of the gates indicated by Tower. Departing ACFT will taxi via TWY S to RWY 25R.

#### 1.3.3. COMMUNICATION FAILURE

Arriving ACFT will vacate the RWY as soon as possible and hold the position in order to be in safe distance of taxiing. There it will wait arriving Follow-me in order to be guided to the assigned stand.

Departing ACFT will continue the assigned route to its clearance limit, taking extreme caution to avoid detours. Once that point has been reached, ACFT must maintain the position and wait for a "Follow Me" vehicle in order to be guided to the stand or the holding point assigned.

## 1.4. TAXI PROCEDURES

#### 1.4.1. GENERAL

TWY AN MAX wingspan 79'/24m.

#### 1.4.2. STANDARD TAXI ROUTES

Arrival RWY is 07L, departure RWY is 07R (East configuration) or arrival RWY is 25R and departure RWY is 25L (West configuration).

During both configurations, general taxi direction on TWY M is East, on TWY S is West and TWY T is bidirectional.

#### 1.5. PARKING INFORMATION

#### 1.5.1. GENERAL

Stands A2, A3, A12, B1 thru B6, C2 thru C6, C12, D2 thru D6, D12, E1 thru E6, F4 thru F6, F45 and FE equipped with visual docking guidance system.

### 1.5.2. PUSH-BACK

Push-back required on all stands on R-2 (except X1 thru X3) & stands 60, 61, 62, 63 and 64 on R-3.

#### 1.5.3. AUXILIARY POWER UNIT (APU)

Stands in contact with Terminal:

The use of 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 are permitted to use APU 50 minutes before departure and 15 minutes after arrival.

# 1.6. OTHER INFORMATION

Birds.

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LEBL/BCN SPAIN
BARCELONA 12 OCT 07 10-1P3 Eff 25 Oct MIRPORT BRIEFING

# 2. ARRIVAL

## 2.1. SPEED RESTRICTIONS

### 2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

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

Speed adjustments on approach:

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

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

## 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, RWYs 07R and 20 shall not be used for landings between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWYs 25R & 07L 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.

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 trayectories are considered noise abatement routes on the last 5 NM 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

CHANGES: None

The use of reverse thrust above idle is forbidden on RWYs 07L/25R and 02/20 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 07L/25R and 07R/25L are approved for CAT II/III operations, special aircrew and ACFT certification required.

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LEBL/BCN
BARCELONA

12 OCT 07

10-1P4

BARCELONA, SPAIN

AIRPORT BRIEFING

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 ft(m)
02	UB	all	6696′(2041m)
07L	ZA	all	6115'(1864m)
	BA	light & medium	4029'(1228m)
	CA	light	3015' (919m)
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	KA	all	10212'(3115m)
	HA	all	7903'(2409m)
	GA	all	6870'(2094m)
	EB	light & medium	5305'(1617m)
	CB	light & medium	4183'(1275m)

In crossed operations ACFT not able to leave RWY 07L before crossing RWY 02/20 shall maintain constant speed in order to accelerate at the crossing with the RWY and to leave via TWY ZA.

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

#### 2.4.2. ATC PROCEDURES

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

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

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

### 2.5. TAXI PROCEDURES

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

To reduce the risk of RWY incursions, pilots should follow the green TWY center lights. 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.

Arriving ACFT on RWY 25R (West configuration) or RWY 07L (East configuration) should follow ATC instructions to leave RWY.

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LEBL/BCN

BARCELONA

12 OCT 07

10-1P5

Eff 25 Oct

AIRPORT BRIEFING

## 2. ARRIVAL

## 2.6. COMMUNICATION FAILURE

When failure occurs during the missed approach, do not initiate the missed approach before the MAPt.

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

- SLL for RWYs 07L, 25R and 02;
- VIBIM for RWYs 07R and 25L, accomplish a new approach and land.

## 2.7. OTHER INFORMATION

CHANGES: None

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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LEBL/BCN SJEPPESE

12 OCT 07

BARCELONA, SPAIN
(10-196) Eff 25 Oct AIRPORT BRIEFING

## 3. DEPARTURE

## 3.1. START-UP, PUSH-BACK & TAXI PROCEDURES (GENERAL)

## 3.1.1. START-UP

**BARCELONA** 

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 Barcelona CLEARANCE DELIVERY not more than 15 minutes prior to the EOBT or modified EOBT in case a CTOT has been received, in order to:

- 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.

### 3.1.2. 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 54'/16.46m 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.

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

#### 3.1.3. TAKE-OFF FROM INTERSECTIONS AND THE BEGINNING OF RWY 07L/25R

Pilots who request to take-off from the beginning of RWY 07L or RWY 25R or who request and/or accept to take-off from a different standard intersection must inform ATC during the first contact with Barcelona GROUND (The standard intersections are: Z for RWY 25R and W 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.

Whenever ILS approaches to RWY 25R are being carried out, ACFT which request take-off from beginning of RWY 25R will hold in the entry of the RWY at a holding point located at \$2 or T2.

# 3.2. TAXI PROCEDURES (STANDARD TAXI ROUTES)

### 3.2.1. WEST CONFIGURATION

Taxi on TWY S through any gate indicated by ATC, follow S until S14, then TWYs M14, M13, M12, M11, M10, M9, M8, M7, M6, D2, D1 or E3, E2, E1, K to holding point RWY 25L.

## 3.2.2. EAST CONFIGURATION

Taxi on TWY S through any gate indicated by ATC, follow S until S14, then TWYs M14, M13, M12, M11, M10, M9, M8, M7, E3, J1, K to holding point RWY 07R.

## 3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100.

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LEBL/BCN SPAIN
BARCELONA 12 OCT 07 (10-1P7) Eff 25 Oct MIRPORT BRIEFING

## 3. DEPARTURE

### 3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

### 3.4.1. **GENERAL**

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

Non compliance may result in sanctions to ACFT operators.

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

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWYs 02 & 20 shall not be used for take-off between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWY 25R 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.

### 3.4.2. TAKE-OFF

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

- up to 1500' take-off power, take-off flaps, climb maintaining V 2 +10 to 20 KT;
- at 1500' reduce power and climb at Vzf +10 to 20 KT;
- at 3500' accelerate smoothly to enroute climb speed maintaining positive rate of climb, retract flaps.

RWY 25L: ACFT must comply with bank & speed restrictions published on SID charts. Except for emergency reasons do not overshoot BCN R-236 on initial turn.

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

### 3.5. RUNWAY OPERATIONS

## 3.5.1. MINIMUM RUNWAY OCCUPANCY TIMES

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

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

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

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

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

## 3.6. OTHER INFORMATION

CHANGES: None

If RNAV equipment is not available, it must be notified to Barcelona CLEARANCE DELIVERY at first call.

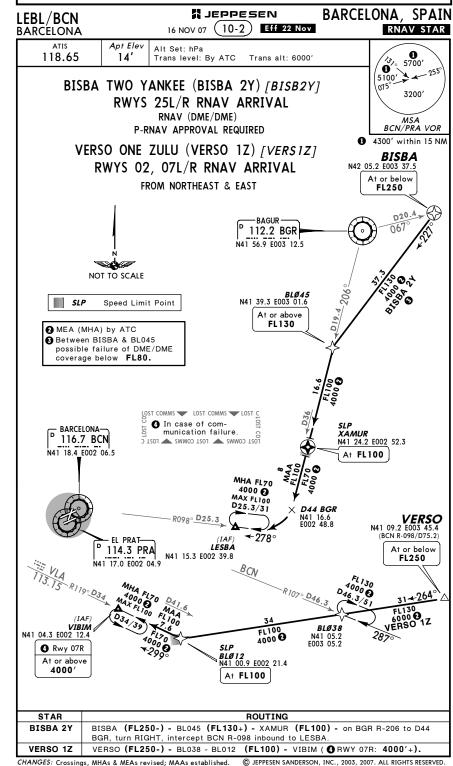
BARCELONA, SPAIN  **↓** JEPPESEN LEBL/BCN 13 OCT 06 (10-1R) Eff 26 Oct RADAR MINIMUM ALTITUDES BARCELONA BARCELONA Approach (R) Apt Elev Alt Set: hPa 119.1 Trans level: By ATC Trans alt: 6000 D120 **BGR VOR DME** 14000 HI: 8333 12000 LL VOR DM 6000 -LERIDA-LRD NDB VLA VOR DME 4108' 3500 GIR VOR DME CLE VOR DME BARCELONA-5000 BCN VOR DME 2329' - 41-00 · VILLANUEVA 1500 VNV NDB EL PRAT-PRA VOR DME RES VOR DME 180° 40-00 CONTOLIE 01-30 03-00 01-00

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BARCELONA, SPAIN I JEPPESEN LEBL/BCN 16 NOV 07 (10-2A) Eff 22 Nov RNAV STAR BARCELONA Apt Elev Alt Set: hPa 118.65 Trans level: By ATC Trans alt: 6000' MARTA FOUR YANKEE (MARTA 4Y) [MART4Y] 3200 RWYS 25L/R RNAV ARRIVAL RNAV (DME/DME) MSA BCN/PRA VOR P-RNAV APPROVAL REQUIRED 1 4300' within 15 NM MARTA ONE ZULU (MARTA 1Z) [MART1Z] RWYS 02, 07L/R RNAV ARRIVAL FROM SOUTH Speed Limit Point N41 17.0 E002 04.9 BARCELONA— 116.7 BCN N41 18.4 E002 06.5 114.2 RES N41 09.0 E001 10.3 (IAF) **RULOS** N41 10.6 E002 16.9 Between MEA (MHA) by ATC FL100 & FL70 MAX 250 KT 1 In case of com-munication failure. 2 munication failure. Solution of the common of the commo At or above RUBOT 4000' SLP RAVAX N40 55.2 E002 05.3 BLØ28 At FL100 N40 52.3 E001 37.9 **MARTA** N40 21.3 E001 16.8 NEPAL MARTA 4Y N40 41.6 E001 55.5 At or below At or below FL240 PAPOS N40 37.3 E001 26.9 MARTA 1Z At or below FL200 NOT TO SCALE STAR ROUTING MARTA (FL240-) - NEPAL (FL150-) - RAVAX (FL100) - RULOS (FL100-; MARTA 4Y FL70+; K250-) MARTA (FL200-) - PAPOS - BL028 (FL100) - RUBOT. MARTA 1Z

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CHANGES: Crossings, MHAs & MEAs revised; MAAs established.

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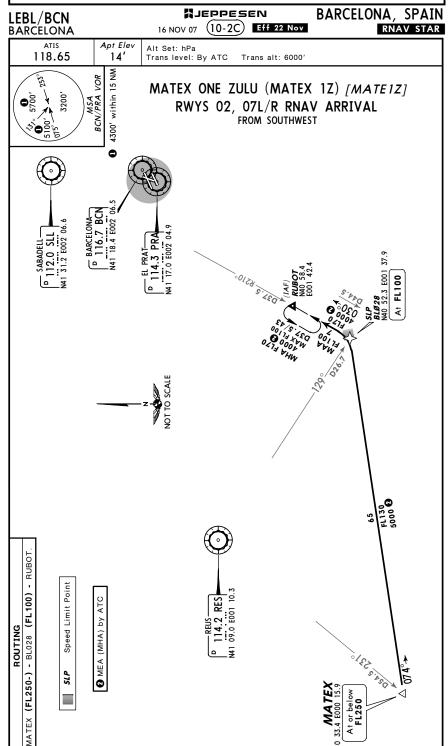
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BARCELONA, SPAIN MJEPPESEN LEBL/BCN 16 NOV 07 (10-2B) Eff 22 Nov RNAV STAR BARCELONA Apt Elev Alt Set: hPa 118.65 Trans level: By ATC Trans alt: 6000' CASPE TWO YANKEE (CASPE 2Y) [CASP2Y] MATEX ONE YANKEE (MATEX 1Y) [MATE1Y] RWYS 25L/R RNAV ARRIVALS RNAV (DME/DME) P-RNAV APPROVAL REQUIRED FROM SOUTHWEST 4000'+). L: 4000'+). 250 KT 0 (FL100-; FL70+; K2 0 ROUTING (FL100) - RULOS (FI AX (FL100) - RULOS Speed Limit Point (FL130+) - R DI (FL130+) SLP (FL280-) Between failure of below FL

CHANGES: Crossings, MHAs & MEAs revised; MAA established.

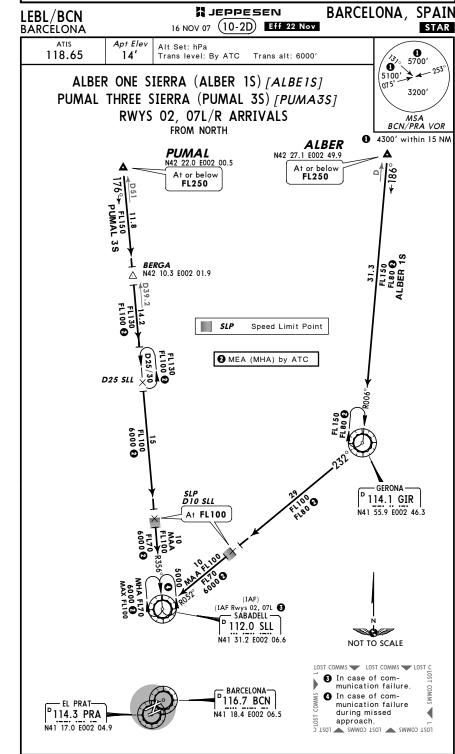
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CHANGES: Crossing, MHA & MEA revised; MAA established.

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BARCELONA, SPAIN M JEPPESEN LEBL/BCN (10-2E) Eff 22 Nov 16 NOV 07 STAR BARCÉLONA Apt Elev Alt Set: hPa **1** 5700′ 118.65 Trans level: By ATC Trans alt: 6000' **1**00′ 5100′ ALBER ONE TANGO (ALBER 1T) [ALBE1T] 3200' PUMAL THREE TANGO (PUMAL 3T) [PUMA3T] RWYS 25L/R ARRIVALS MSA BCN/PRA VOR FROM NORTH 4300' within 15 NM ALBER N42 27.1 E002 49.9 (GIR R-006/D31.3) **PUMAL** N42 22.0 E002 00.5 At or below FL250 FL250 D30 CLE VI D35 CLE SLP D10 CLE At FL100 GERONA — D 114.1 GIR SLP D10 CLE N41 55.9 E002 46.3 At FL110 SLP Speed Limit Point MEA by ATC - SABADELL -CALELLA-112.0 SLL 115.35 CLE N41 31.2 E002 06.6 N41 38.4 E002 38. P 114.3 PRA N41 17.0 E002 04.9 BARCELONA-116.7 BCN NOT TO SCALE N41 18.4 E002 06.5

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M JEPPESEN BARCELONA, SPAIN LEBL/BCN 16 NOV 07 (10-2F) Eff 22 Nov **BARCÉLONA** Apt Elev Alt Set: hPa 737° 5700' 118.65 Trans level: By ATC Trans alt: 6000 5100' 253° BISBA ONE SIERRA (BISBA 1S) [BISB1S] 3200' RWYS 02, 07L/R ARRIVAL FROM NORTHEAST MSA BCN/PRA VOR 4300' within 15 NM SLP Speed Limit Point **BISBA** N42 05.2 E003 37.5 At or below MEA (MHA) by ATC FL270 SLP D10 SLL At FL100 112.2 BGR N41 56.9 E003 12.5 (IAF) (IAF Rwys 02, 07L 3 - SÁBADÉLL -112.0 SLL 3 In case of com-N41 31.2 E002 06.6 munication failure. A In case of communication failure during missed approach. BARCELONA— 116.7 BCN TO21 COWW2 \_\_\_ FO21 COWW2 \_\_\_ FO21 C N41 18.4 E002 06.5 P 114.3 PRA N41 17.0 E002 04.9 NOT TO SCALE

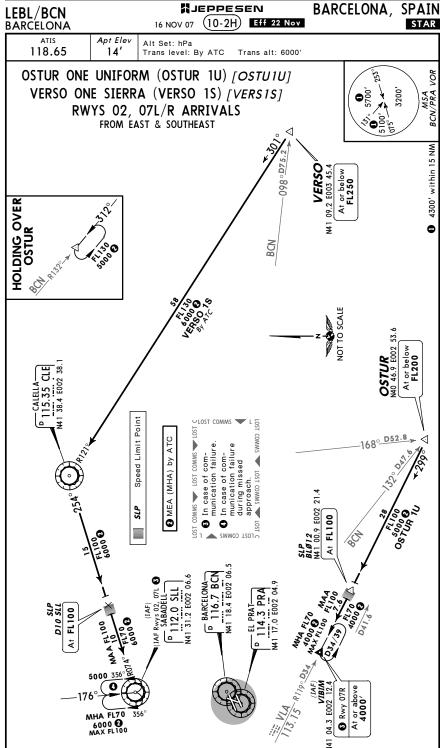
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BARCELONA, SPAIN M JEPPESEN LEBL/BCN (10-2G) Eff 22 Nov 16 NOV 07 BARCELONA STAR Apt Elev Alt Set: hPa **1** 5700′ 118.65 Trans level: By ATC Trans alt: 6000 **1**37°, 5100′ BISBA ONE TANGO (BISBA 1T) [BISB1T] 3200' BISBA TWO VICTOR (BISBA 2V) [BISB2V] RWYS 25L/R ARRIVALS MSA BCN/PRA VOR BY ATC 1 4300' within 15 NM FROM NORTHEAST **BISBA** N42 05.2 E003 37.5 At or below Speed Limit Point FL250 2 MEA (MHA) by ATC -BAGUR 112.2 BGR N41 56.9 E003 12.5 SLP D10 CLE At FL100 (IAF) CALELLA-**BLØ45** N41 39.3 E003 01.6 115.35 CLE N41 38.4 E002 38.1 XAMUR N41 24.2 E002 52.3 BARCELONA-At FL100 116.7 BCN N41 18.4 E002 06.5 MHA FL70 4000 **Q** MAX FL100 D25.3/31 **D44 BGR** N41 16.6 E002 48.8 **←278°** (IAF) **LESBA** N41 15.3 E002 39.8 - EL PRAT-D 114.3 PRA N41 17.0 E002 04.9 NOT TO SCALE

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BARCELONA, SPAIN **3** JEPPESEN LEBL/BCN 16 NOV 07 (10-2J) Eff 22 Nov STAR BARCELONA 5100' 15° Apt Elev Alt Set: hPa 118.65 Trans level: By ATC Trans alt: 6000 OSTUR ONE VICTOR (OSTUR 1V) [OSTU1V] 3200 VERSO ONE VICTOR (VERSO 1V) [VERS1V] RWYS 25L/R ARRIVALS MSA BCN/PRA VOR FROM EAST & SOUTHEAST 1 4300' within 15 NM 115.35 CLE Speed Limit Point N41 38.4 E002 38.1 MEA (MHA) by ATC BARCELONA-116.7 BCN **VERSO** N41 18.4 E002 06.5 SLP D40 BCN N41 09.2 E003 45.4 MHA FL70 4000 2 At or below At FL100 **SADEM** N41 12.6 E003 10.4 FL200 D25.3/31 R098 - D25.3 MAA FL100 (*IAF*) **LESBA** N41 15.3 E002 39.8 FL70 4000 **2** FL130 FL130 +278° 4000 **②** VERSO 1V **D26 CLE** N41 13.0 E002 45.8 - EL PRAT-114.3 PRA SLP D34 CLE N41 17.0 E002 04.9 At FL100 **OSTUR** N40 46.9 E002 53.6 NOT TO SCALE At or below FL150

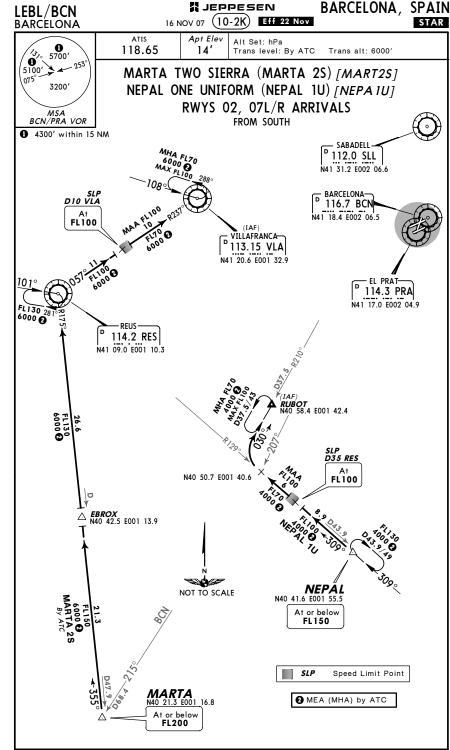
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BARCELONA, SPAIN M JEPPESEN LEBL/BCN (10-2L) Eff 22 Nov BARCELONA 16 NOV 07 STAR Apt Elev Alt Set: hPa 5100' 5100' 118.65 Trans level: By ATC Trans alt: 6000' MARTA TWO TANGO (MARTA 2T) [MART2T] NEPAL TWO VICTOR (NEPAL 2V) [NEPA2V] 3200' RWYS 25L/R ARRIVALS MSA BCN/PRA VOR FROM SOUTH - SABADELL -112.0 SLL N41 31.2 E002 06.6 1 4300' within 15 NM Rwy 25R At or above 6000' SLP D10 SLL munication failure. At FL100 VILLAFRANCA-113.15 VLA N41 20.6 E001 32.9 114.3 PRA 114.2 RES N41 17.0 E002 04.9 N41 09.0 E001 10.3 BARCELONA-116.7 BCN N41 18.4 E002 06.5 Speed Limit Point 2 MEA (MHA) by ATC (IAF) **RULOS** N41 10.6 E002 16.9 At or above 4000' NOT TO SCALE **RAVAX** N40 55.2 E002 05.3 At FL100 △ **EBROX** △ N40 42.5 E001 13.9 **NEPAL** N40 41.6 E001 55.5 At or belov FL150 HOLDING **OVER SLL** At or below

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 ↓ JEPPESEN BARCELONA, SPAIN LEBL/BCN 16 NOV 07 (10-2M) Eff 22 Nov STAR BARCELONA Apt Elev Alt Set: hPa 118.65 14' Trans level: By ATC Trans alt: 6000 CASPE TWO SIERRA (CASPE 2S) [CASP2S] CASPE ONE UNIFORM (CASPE 1U) [CASP1U] MATEX ONE SIERRA (MATEX 1S) [MATE1S] RWYS 02, 07L/R ARRIVALS FROM SOUTHWEST RES | Speed Limit Point SLP 267

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BARCELONA, SPAIN **MUSE N** LEBL/BCN BARCELONA 16 NOV 07 (10-2N) Eff 22 Nov STAR Apt Elev Alt Set: hPa 118.65 Trans level: By ATC Trans alt: 6000' CASPE FOUR TANGO (CASPE 4T) [CASP4T] MATEX ONE TANGO (MATEX 1T) [MATE1T] RWYS 25L/R ARRIVALS FROM SOUTHWEST SLP D10 SLL A† FL100 Speed Limit Point MEA (MHA) by ATC STP In case of a munication 0 4300' within 15 NM

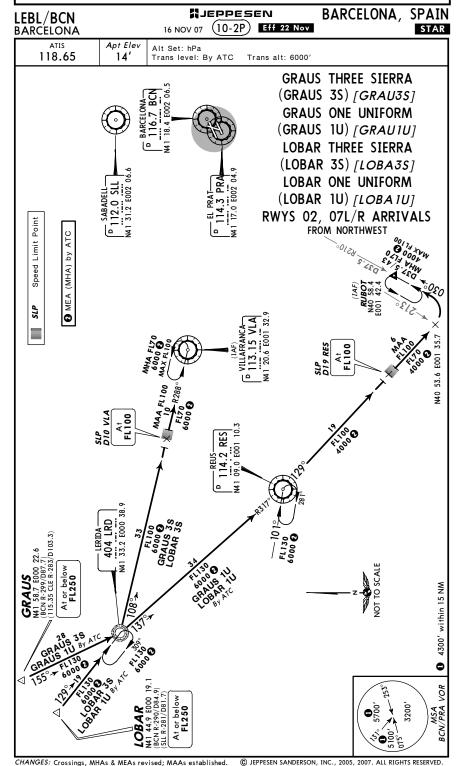
MHAs & MEAs revised: MAA established.

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BARCELONA, SPAIN **MAJEPPESEN** LEBL/BCN BARCELONA (10-2Q) Eff 22 Nov 16 NOV 07 STAR Alt Set: hPa Apt Elev ATIS Trans level: By ATC Trans alt: 6000' 118.65 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** FROM NORTHWEST ure. LOST COMMS TO LOST CO

To In case of co

munication from Days Ison

Days Swwo Ison F1150 F180 **Q** 1047/52 M41 47.1 E001 07.6 FL150 FL80**Ø** D45/50 Speed Limit Point MEA (MHA) by ATC SLP

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LEBL/BCN BARCELONA JEPPESEN
22 JUN 07 (10-3) Eff 5 Jul

BARCELONA, SPAIN RNAV SID

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

FOR SID DESIGNATION REFER TO PAGE 10-3A

JeppView 3.5.2.0

BARCELONA, SPAIN M JEPPESEN LEBL/BCN BARCELONA 22 IIIN 07 (10-3A) Eff 5 Jul

BARCÉLONA 22 JUN 07 (10-3A) Eff 5	Jul SID
SID DESIGNATION	REFER TO CHART
AGENA 1A, 1G	10-3N6
AGENA 1B, 1E	10-3N7
AGENA 2D, 2W	10-3N8
CLE 1A, 1G	10-3P
CLE 1B, 1E CLE 2D, 2W	10-3Q
	10-3Q1
DALIN 1A, 1G	10-3Q2
DALIN 1B, 1E	10-3Q3
DALIN 2D, 2W	10-3Q4
DUNES 1A, 1G	10-3Q5
DUNES 1B, 1E	10-3Q6
DUNES 2D, 2W	10-3Q7
GRAUS 5A, 1G	10-3Q8
GRAUS 5B, 5E	10-3\$
GRAUS 6D, 2W	10-3T
LARPA 1A, 1G	10-3T1
LARPA 1B, 1E	10-3T2
LARPA 2D, 2W	10-3T3
LOBAR 4A, 1G	10-3T4
LOBAR 4B, 4E	10-3T5
LOBAR 5D, 2W	10-3T6
LOTOS 1A, 1G	10-3T7
LOTOS 1B, 1E	10-3T8
LOTOS 3D, 3W	10-3U
MOPAS 5A, 1G	10-3V
MOPAS 5B, 5E	10-3V1
MOPAS 7D, 2W	10-3V2
OKABI 5A, 1G	10-3V3
OKABI 5B, 5E	10-3V4
OKABI 6D, 2W	10-3V5
SENIA 3A, 1G	10-3V6
SENIA 3B, 3E	10-3V7
SENIA 5D, 2W	10-3V8
VERSO 1A, 1G	10-3W
VERSO 1B, 1E	10-3X
VERSO 2D, 2W	10-3X1
VLA 1A, 1G	10-3X2
VLA 1B, 1E	10-3X3
VLA 2D, 2W	10-3X4

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Apt Elev

Trans level: By ATC Trans alt: 6000'

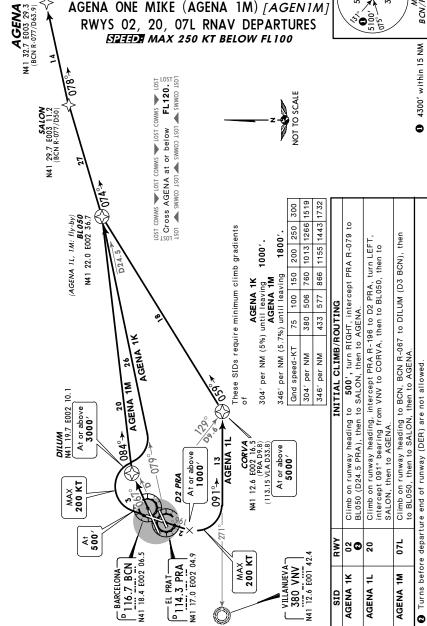
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BARCELONA, SPAIN **X**JEPPESEN LEBL/BCN (10-3B) Eff 26 Oct RNAV SID BARCELONA

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. For runway configuration refer to Airport Briefing pages. AGENA ONE KILO (AGENA 1K) [AGEN1K] AGENA ONE LIMA (AGENA 1L) [AGEN1L] AGENA ONE MIKE (AGENA 1M) [AGEN1M] RWYS 02, 20, 07L RNAV DEPARTURES MAX 250 KT BELOW FL100



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RWYS 25R, 20, 25L RNAV DEPARTURES

	15	(5100°,	s /	<i>/</i> 		7,002,	DIVIDE ASSOCIATED TO ILS ARE NOT USABLE FOR F-R	
							MAI 32.7 E003 29:3  NOTTO SCALE  NOTTO SCALE  Brown 25E. Do not overshoot  Brown 25E. Do not overshoot  AGENTA  Not 25E. Do not overshoot	00
INITIAL CLIMB	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).	Climb on runway heading to <b>500</b> °, turn RIGHT, intercept PRA R-200 to PERAL (D6 PRA).	Climb on runway heading to <b>500'</b> , turn LEFT, 170° track, intercept PRA R-200 to PERAL (D6 PRA).	ROUTING	GAVMA (3500'+) - NITBA (6000'-) - BL057 - AGENA.	PERAL (3000'+) - NITBA (6000'-) - BL057 - AGENA.	## BARCELONA  ##	1/35 € (55.5 E002 18.0)
RWY	25R	20	25L		GAVM,	PERAL	A       A	
SID	AGENA 2P	AGENA 20		SID	AGENA 2P	AGENA 2Q	GAVWA D6 BCW NAT 15.9 E001 59.2 At or above 3500′ BANK MAX 21 MAX 21	

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LEBL/BCN

JEPPESEN

BARCELONA, SPAIN

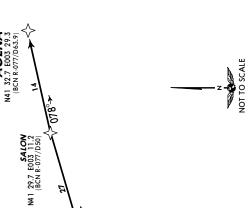
Apt Elev

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

AGENA ONE ROMEO (AGENA 1R) [AGEN1R] RWY 07R RNAV DEPARTURE





**BL050** N41 22.0 E002 36.7 MAX 200 KT

500′

BARCELONA

13 OCT 06 (10-3D) Eff 26 Oct

RNAV SID

STATEM MAX 250 KT BELOW FL100

JeppView 3.5.2.0

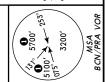
BARCELONA, SPAIN MIEPPESEN LEBL/BCN (10-3E) Eff 26 Oct RNAV SID BARCELONA

Apt Elev

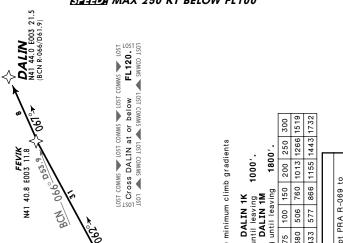
Trans level: By ATC Trans alt: 6000'

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. For runway configuration refer to Airport Briefing pages.

DALIN ONE KILO (DALIN 1K) [DALI1K] DALIN ONE LIMA (DALIN 1L) [DALI1L] DALIN ONE MIKE (DALIN 1M) [DALI1M] RWYS 02, 20, 07L RNAV DEPARTURES 52330 MAX 250 KT BELOW FL100



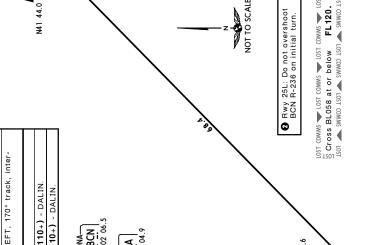
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Below FL12C WW00 1501 ★ SWW00				<b>0</b> 4300
NA1 40.8 E003 11.8   SCON	o to		c	
M41  M61  M78  M78  M78  M11  M78  M11  M21  M21  M380  M380	srcept PRA R-069	PRA, turn LEFT BL049, then to	IM (D3 BCN), the	
11.	INITIAL CLIMB/ROUTING to 500', turn RIGHT, intercept PRA R-069 to to FEVIK, then to DALIN.	PRA R-196 to D2 CORVA, then to	IN R-067 to DILU	ed.
At on	INITIAL CLIMB/ROUTII Climb on runway heading to 500', turn RIGHT, ir BL049 (D24.5 PRA), then to FEVIK, then to DALIN.	Climb on runway heading, intercept PRA R-198 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL049, then to FEVIK, then to DALIN.	Climb on runway heading to BCN, BCN R-087 to DILUM (D3 BCN), then to BL049, then to FEVIK, then to DALIN.	Turns before departure end of runway (DER) are not allowed
\$ 0	Climb on runv BL049 (D24.5	Climb on runway headi intercept 091° bearing FEVIK, then to DALIN.	Climb on runv to BL049, the	ure end of runw
NOT TO SCALE  NOT TO SCALE  BARCELONA  116.7 BCN  MAI 18.4 E002 06.5  P114.3 PRA  MAI 17.0 E002 04.9  MAI 17.6 E001 42.4  MAI 17.6 E001 42.4  MAI 17.6 E001 42.4	8 0 <b>©</b>	20	07L	ore depart
BARCELONA    BARCELONA   1.16. 7. BCN   1.14.3 PRA   1.14.3 PRA   1.14.3 PRA   1.14.3 PRA   1.17.0 E002 04.9   WILLAWUEVA   380 VNV   1.2.6 E001 42.4	SID DALIN 1K	DALIN 1L	DALIN 1M	7 Turns befo

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500', turn RIGHT, intercept PRA then to GAVMA (D6 BCN)

25R

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BARCELONA, SPAIN M JEPPESEN LEBL/BCN (10-3G) Eff 26 Oct RNAV SID BARCELONA 13 OCT 06

Apt Elev

Trans level: By ATC Trans alt: 6000'

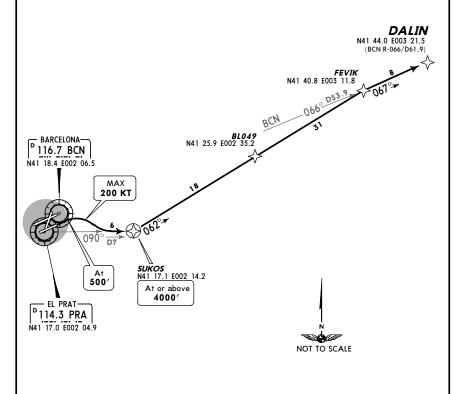
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5700 o' 253° 5100' 3200' MSA BCN/PRA VOR

DALIN ONE ROMEO (DALIN 1R) [DALI1R] RWY 07R RNAV DEPARTURE MAX 250 KT BELOW FL100

1 4300' within 15 NM

LOST COMMS LOST COMMS LOST COMMS LOST Cross DALIN at or below FL120. S TO21 COWWS \_\_\_ FO21 COWWS \_\_\_ FO21 COWWS \_\_\_ FO21



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

## INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL049, then to FEVIK, then to DALIN.

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LEBL/BCN **BARCELONA** 

M JEPPESEN 13 OCT 06 (10-3H) Eff 26 Oct

BARCELONA, SPAIN RNAV SID

Trans level: By ATC Trans alt: 6000'

MAX

200 KT

500

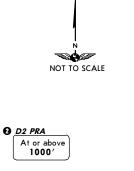
1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

2. For runway configuration refer to Airport Briefing pages

DUNES ONE KILO (DUNES 1K) [DUNE1K] DUNES ONE LIMA (DUNES 1L) [DUNE1L] DUNES ONE MIKE (DUNES 1M) [DUNE 1M] RWYS 02, 20, 07L RNAV DEPARTURES MAX 250 KT BELOW FL100



1 4300' within 15 NM



- BARCELONA-D 116.7 BCN 1000' N41 18.4 E002 06.5 — EL PRAT-D 114.3 PRA N41 17.0 E002 04.9 0 **BL010** N41 11.7 E002 37.3 091°→ **DUNES 1L** MAX **CORVA** N41 12.6 E002 16.5 200 KT (PRA D9.8) (113.15 VLA D33.8) - VILLANUEVA-At or above 380 VNV 5000' N41 12.6 E001 42.4

**DILUM** N41 19.7 E002 10.1

At or above

3000'

These SIDs require minimum climb gradients

**DUNES 1K** 

304' per NM (5%) until leaving 1000'.

346' per NM (5.7%) until leaving 1800'.									
Gnd speed-KT	75	100	150	200	250	300			
304' per NM	380	506	760	1013	1266	1519			
346' per NM	433	577	866	1155	1443	1732			

LOST COMMS LOST COMMS LOST COMMS LOST Cross DUNES at or below FL120. TO21 COWW2 \_\_\_ FO21 COWW2 \_\_\_ FO21 COWW2 \_\_\_ FO21

N40 51.8 E003 09.5

(BCN R-119/D54.5)

SID	RWY	INITIAL CLIMB/ROUTING
DUNES 1K	02 <b>③</b>	Climb on runway heading to 500', turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BL010, then to DUNES.
DUNES 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL010, then to DUNES.
DUNES 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), then to BL010, then to DUNES.

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

CHANGES: Airport name.

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5700

3200'

O'

5100'

BARCELONA, SPAIN M JEPPESEN LEBL/BCN (10-3J) Eff 26 Oct RNAV SID

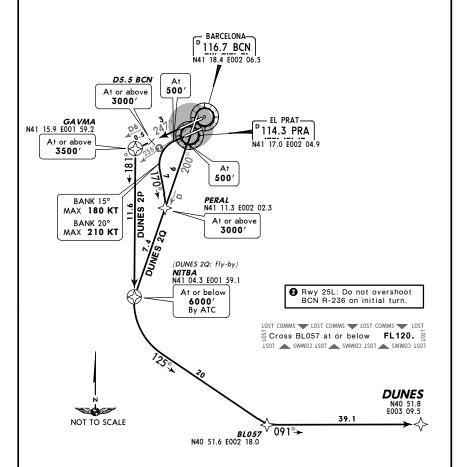
BARCELONA Apt Elev | Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages.

> DUNES TWO PAPA (DUNES 2P) [DUNE2P] DUNES TWO QUEBEC (DUNES 2Q) [DUNE2Q] RWYS 25R, 20, 25L RNAV DEPARTURES

RNAV (DME/DME)

MSA 1 4300' within 15 NM

P-RNAV APPROVAL REQUIRED DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES MATERIAL MAX 250 KT BELOW FL100



SID	RWY	INITIAL CLIMB				
DUNES 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).				
DUNES 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to PERAL (D6 PRA).				
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to PERAL (D6 PRA).				
SID		ROUTING				
DUNES 2P	GAVMA	GAVMA (3500'+) - NITBA (6000'-) - BL057 - DUNES.				
DUNES 2Q	PERAL	PERAL (3000'+) - NITBA (6000'-) - BL057 - DUNES.				

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LEBL/BCN BARCELONA

M JEPPESEN 13 OCT 06 (10-3J1) Eff 26 Oct

BARCELONA, SPAIN

RNAV SID

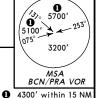
Apt Elev

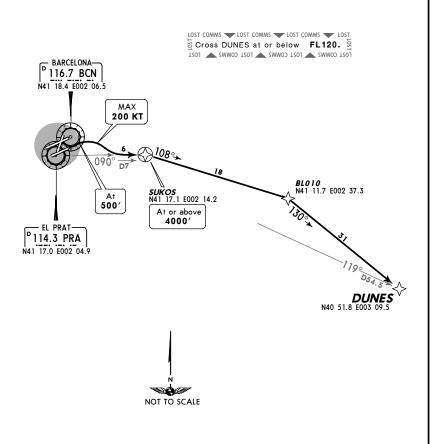
Trans level: By ATC Trans alt: 6000

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. For runway configuration refer to Airport Briefing pages.

DUNES ONE ROMEO (DUNES 1R) [DUNE1R] RWY 07R RNAV DEPARTURE STATE MAX 250 KT BELOW FL100





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

#### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL010, then to DUNES.

JeppView 3.5.2.0

BARCELONA, SPAIN # JEPPESEN 13 OCT 06 (10-3J2) Eff 26 Oct RNAV SID

Apt Elev

LEBL/BCN

**BARCELONA** 

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. For runway configuration refer to Airport Briefing pages.

5100' 075° 3200 GRAUS ONE KILO (GRAUS 1K) [GRAU1K] MSA BCN/PRA VOR GRAUS ONE LIMA (GRAUS 1L) [GRAU1L] GRAUS ONE MIKE (GRAUS 1M) [GRAU1M] 1 4300' within 15 NM

N41 25.8 E002 19.7

GRAUS 1K, 1M

At or above

RWYS 02, 20, 07L RNAV DEPARTURES MAX 250 KT BELOW FL100

**BL040** N41 42.3 E002 23.7 At or above BL009 N41 45.0 E001 48.5 FL120 **GRAUS**N41 58.7 E000 22.6 (BCN R-299/D87.7) (115.35 CLE R-283/D103.3) SABADELL 112.0 SLL N41 31.2 E002 06.6

LOST COMMS LOST COMMS LOST COMMS LOST Cross BL009 at or below FL120. TO21 COWW2 TO21 COWW2 TO21 COWW2

MAX 200 KT 500 GRAUS BARCELONA-GRÁUS NOT TO SCALE 116.7 BCN N41 18.4 E002 06.5 N41 19.7 E002 10.1

At or above 3000 '114.3 PRA N41 17.0 E002 04.9 At or above 1000' 13 **GRAUS 1L** MAX - VILLANUEVA 200 KT N41 12.6 E002 16.5 380 VNV (PRA D9.8) (113.15 VLA D33.8)

These SIDs require minimum climb gradients

**GRAUS 1K** 1000'. 304' per NM (5%) until leaving **GRAUS 1M** 

346' per NM (5.7%) until leaving

N41 12.6 E001 42.4

200 250 Gnd speed-KT 100 150 1013 1266 1519 304' per NM 380 506 760 866 1155 1443 346' per NM

At or above 5000'

SID	RWY	INITIAL CLIMB/ROUTING
GRAUS 1K	02 <b>2</b>	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to GRAUS.
GRAUS 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° 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-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to GRAUS.
Turns hefo	re denart	ure end of runway (DER) are not allowed

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BARCELONA, SPAIN

RNAV SID

MJEPPESEN! LEBL/BCN 13 OCT 06 (10-3J3) Eff 26 Oct BARCELONA

Apt Elev Trans level: By ATC Trans alt: 6000 For runway configuration refer to Airport Briefing pages

> **GRAUS TWO PAPA** (GRAUS 2P) [GRAU2P] GRAUS TWO QUEBEC (GRAUS 2Q) [GRAU2Q] RWYS 25R, 20, 25L RNAV DEPARTURES

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

RNAV (DME/DME) MITTER MAX 250 KT BELOW FL100 At or above 3500' 25L: D R-236 500', turn RIGHT, intercept PRA B C N 0 25R Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 **JEPPESEN** JeppView 3.5.2.0

LEBL/BCN **BARCELONA** 

# JEPPESEN 13 OCT 06 (10-3J4) Eff 26 Oct BARCELONA, SPAIN RNAV SID

Apt Elev

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. For runway configuration refer to Airport Briefing pages

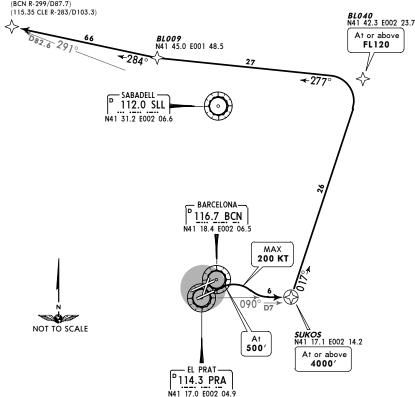
ジ<sub>ペ</sub>。5700′ 5100′ 3200 MSA

GRAUS ONE ROMEO (GRAUS 1R) [GRAU1R] RWY 07R RNAV DEPARTURE Maid MAX 250 KT BELOW FL100

BCN/PRA VOR 1 4300' within 15 NM

LOST COMMS LOST COMMS LOST COMMS LOST Cross BL009 at or below FL120. LOST COMMS TOST COMMS TOST COMMS TOST

**GRAUS** N41 58.7 E000 22.6 (BCN R-299/D87.7)



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

#### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL040, then to BL009, then to GRAUS,

CHANGES: Airport name.

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LEBL/BCN BARCELONA

M JEPPESEN 13 OCT 06 (10-3J5) Eff 26 Oct BARCELONA, SPAIN RNAV SID

ジ<sub>ン</sub>。 5700′

3200'

MSA BCN/PRA VOR

1 4300' within 15 NM

5100

\075°

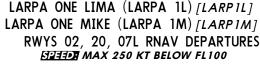
Apt Elev

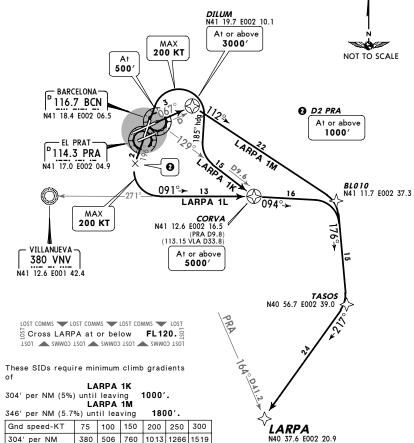
Trans level: By ATC Trans alt: 6000'

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. For runway configuration refer to Airport Briefing pages.

LARPA ONE KILO (LARPA 1K) [LARP1K] LARPA ONE LIMA (LARPA 1L) [LARP1L]





-	_	
SID	RWY	INITIAL CLIMB/ROUTING
LARPA 1K	02 <b>3</b>	Climb on runway heading to 500', turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BL010, then to TASOS, then to LARPA.
LARPA 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° 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-067 to DILUM (D3 BCN), then to BL010, then to TASOS, then to LARPA.

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

433 577 866 1155 1443 1732

346' per NM

CHANGES: Airport name.

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LEBL/BCN BARCELONA

**3 OCT 06** (10-3J6) Eff 26 Oct

BARCELONA, SPAIN

O'

5100'

Apt Elev Trans level: By ATC Trans alt: 6000'

14' For runway configuration refer to Airport Briefing pages.

LARPA TWO PAPA (LARPA 2P) [LARP2P]
LARPA TWO QUEBEC (LARPA 2Q) [LARP2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES

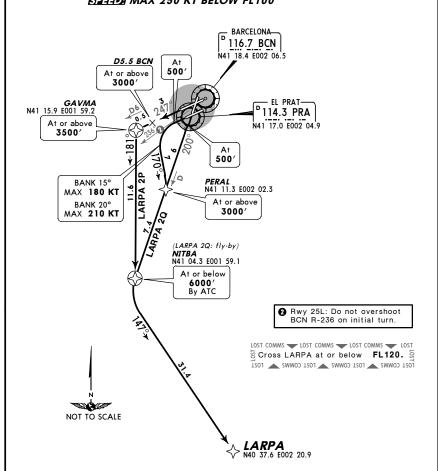
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED

3200' MSA ARP

5700

1 4300' within 15 NM

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



SID	RWY	INITIAL CLIMB				
LARPA 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).				
LARPA 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to PERAL (D6 PRA).				
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to PERAL (D6 PRA).				
SID		ROUTING				
LARPA 2P	GAVMA	MA (3500'+) - NITBA (6000'-) - LARPA.				
LARPA 2Q	PERAL	(3000'+) - NITBA (6000'-) - LARPA.				

CHANGES: RNAV SIDs renumbered & revised; airport name.

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LEBL/BCN BARCELONA **X JEPPESEN**13 OCT 06 (10-3J7) **Eff 26 Oct** 

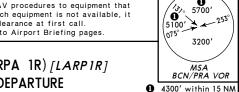
BARCELONA, SPAIN

Apt Elev

Trans level: By ATC Trans alt: 6000'

 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.

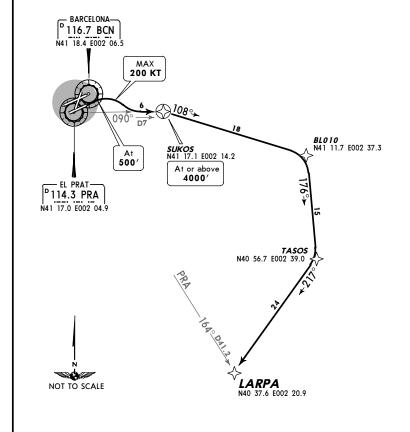
2. For runway configuration refer to Airport Briefing pages.



RWY 07R RNAV DEPARTURE

SERRE MAX 250 KT BELOW FL100

LOST COMMS LOST SCHOOL SOT SWWO LOST SWWO SWWO LOST SWWO LO



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

#### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL010, then to TASOS, then to LARPA.

JeppView 3.5.2.0

BARCELONA, SPAIN # JEPPESEN LEBL/BCN 13 OCT 06 (10-3J8) Eff 26 Oct RNAV SID **BARCELONA** Trans level: By ATC Trans alt: 6000'

Apt Elev

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. For runway configuration refer to Airport Briefing pages

LOBAR ONE KILO (LOBAR 1K) [LOBA1K] LOBAR ONE LIMA (LOBAR 1L) [LOBA 1L] LOBAR ONE MIKE (LOBAR 1M) [LOBA 1M] RWYS 02, 20, 07L RNAV DEPARTURES



1 4300' within 15 NM

STATEM MAX 250 KT BELOW FL100 **BL008** N41 39.4 E002 23.0 At or above **BL053** N41 41.2 E001 47.5 FL110 **LOBAR** N41 44.9 E000 19.1 (BCN R-289/D84.9) <- 275° (112.1 MLA R-012/D37.7)

N41 25.8 E002 19.7 LOST COMMS LOST COMMS LOST COMMS LOST LOBAR 1K, 1M Cross BL053 at or below FL120. At or above

MAX 200 KT 500 LOBAR BARCELONA – LOBAR NOT TO SCALE 116.7 BCN N41 18.4 E002 06.5 N41 19.7 E002 10.1 At or above 3000 °114.3 PRA N41 17.0 E002 04.9 At or above

1000

These SIDs require minimum climb gradients LOBAR 1K

LOBAR 1M

304' per NM (5%) until leaving

346' per NM (5.7%) until leaving

- VILLANUEVA

380 VNV

N41 12.6 E001 42.4

Gnd speed-KT 100 150 200 250 304' per NM 380 506 760 1013 1266 1519 346' per NM 433 577 866 1155 1443 1732

N41 12.6 E002 16.5

113.15 VLA D33.8)

At or above 5000'

BL007

INITIAL CLIMB/ROUTING SID RWY 02 LOBAR 1K Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to Ø BL007 (D12.4 BCN), then to BL008, then to BL053, then to LOBAR LOBAR 1L 20 Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL008, then to LOBAR 1M 07L Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.4 BCN), turn LEFT to BL008, then to BL053, then to LOBAR 2 Turns before departure end of runway (DER) are not allowed.

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MAX

200 KT

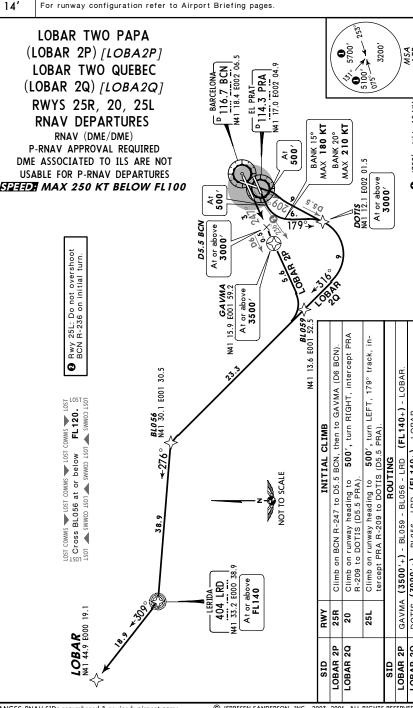
1000'.

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LEBL/BCN BARCELONA MJEPPESEN. (10-3K) Eff 26 Oct BARCELONA, SPAIN RNAV SID

Apt Elev Trans level: By ATC Trans alt: 6000

RNAV (DME/DME) P-RNAV APPROVAL REQUIRED DME ASSOCIATED TO ILS ARE NOT **USABLE FOR P-RNAV DEPARTURES** MAX 250 KT BELOW FL100



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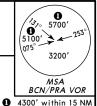
BARCELONA, SPAIN **JEPPESEN** LEBL/BCN 13 OCT 06 (10-3L) Eff 26 Oct RNAV SID BARCELONA

Trans level: By ATC Trans alt: 6000'

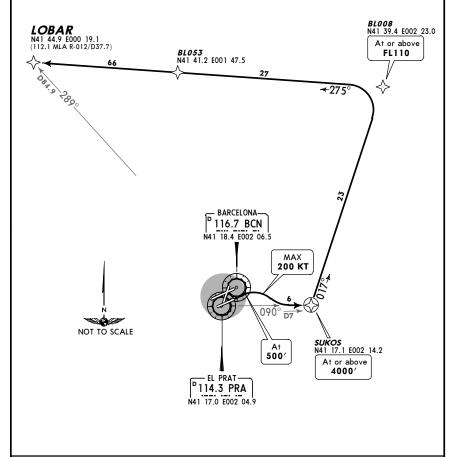
1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

2. For runway configuration refer to Airport Briefing pages

LOBAR ONE ROMEO (LOBAR 1R) [LOBA 1R] RWY 07R RNAV DEPARTURE Maid MAX 250 KT BELOW FL100



LOST COMMS LOST COMMS LOST COMMS LOST Cross BL053 at or below FL120. LOST COMMS TOST COMMS TOST COMMS TOST



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

#### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL008, then to BL053, then to LOBAR.

CHANGES: Airport name.

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LOST COMMS LOST COMMS LOST COMMS LOST

Cross BL042 at or below FL120. S

TO21 COWW2 TO21 COWW2 TO21 COWW2

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> LOTOS 1K 304' per NM (5%) until leaving 1000'. LOTOS 1M per NM (5.7%) until leaving

These SIDs require minimum climb gradients

G 30

(	,		5			
and speed-KT	75	100	150	200	250	300
04' per NM	380	506	760	1013	1266	1519
46' per NM	433	577	866	1155	1443	1732

**BL042** N40 57.4 E002 17.7

SID	RWY	INITIAL CLIMB/ROUTING	
LOTOS 1K	02 <b>3</b>	Climb on runway heading to <b>500'</b> , turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BL011, then to BL042, then to LOTOS.	
LOTOS 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to LOTOS.	
LOTOS 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn RIGHT to BL011, then to BL042, then to LOTOS.	
A Turns hofe	A Turns before departure and of runway (DER) are not allowed		

LOTOS

N40 33.0 E001 00.2

(113.15 VLA R-208/D53.6)

LEBL/BCN

BARCELONA

JEPPESEN
13 OCT 06 (10-3L2) Eff 26 Oct

BARCELONA, SPAIN

Apt Elev Trans level: By ATC Trans alt: 6000'

For runway configuration refer to Airport Briefing pages.

LOTOS TWO PAPA (LOTOS 2P) [LOTO2P]
LOTOS TWO QUEBEC (LOTOS 2Q) [LOTO2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

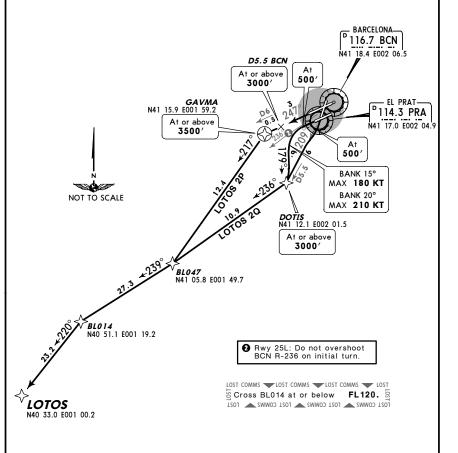
5700' 5100' 3200' MSA ARP

4300' within 15 NM

P-RNAV APPROVAL REQUIRED

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

SELECT MAX 250 KT BELOW FL100



SID	RWY	INITIAL CLIMB	
LOTOS 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).	
LOTOS 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).	
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).	
SID		ROUTING	
LOTOS 2P	GAVMA (3500'+) - BL047 - BL014 - LOTOS.		
LOTOS 2Q	DOTIS	(3000'+) - BL047 - BL014 - LOTOS.	

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LEBL/BCN BARCELONA JEPPESEN

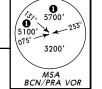
13 OCT 06 (10-3L3) Eff 26 Oct

BARCELONA, SPAIN

Trans level: By ATC Trans alt: 6000'
Apt Elev 1. These SIDs are restricted BRNAV p

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.

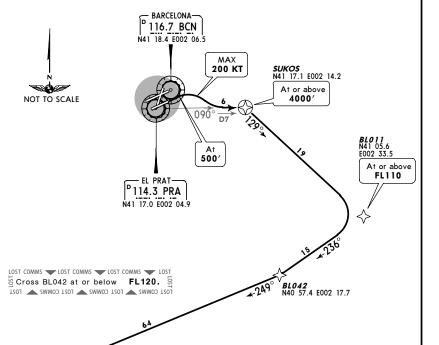
 ${\bf 2.}\ {\bf For}\ {\bf runway}\ {\bf configuration}\ {\bf refer}\ {\bf to}\ {\bf Airport}\ {\bf Briefing}\ {\bf pages}.$ 



LOTOS ONE ROMEO (LOTOS 1R) [LOTO1R]
RWY 07R RNAV DEPARTURE

RWY U/R RNAV DEPARTURE

4300' within 15 NM



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

#### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL011, then to BL042, then to LOTOS.

CHANGES: Airport name.

**LOTOS** N40 33.0 E001 00.2 (113.15 VLA R-208/D53.6)

BARCELONA, SPAIN # JEPPESEN LEBL/BCN 13 OCT 06 (10-3L4) Eff 26 Oct RNAV SID **BARCELONA** 

Apt Elev

MOPAS ONE KILO (MOPAS 1K) [MOPA1K]

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. For runway configuration refer to Airport Briefing pages

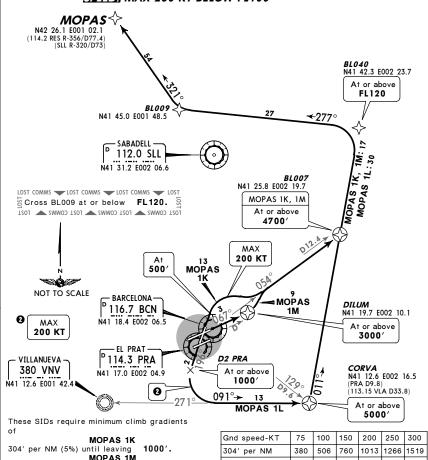
ジ<sub>プ</sub>。 5700′ 5100′ 3200 MSA BCN/PRA VOR

MOPAS ONE LIMA (MOPAS 1L) [MOPA1L] MOPAS ONE MIKE (MOPAS 1M) [MOPA 1M]

1 4300' within 15 NM

433 577 866 1155 1443 1732

RWYS 02, 20, 07L RNAV DEPARTURES MAX 250 KT BELOW FL100



346' per NM (5.7%) until leaving 1800'. 346' per NM 433 577 866 1155 1443 173					
SID	RWY	INITIAL CLIMB/ROUTING			
MOPAS 1K	02 <b>3</b>	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to MOPAS.			
MOPAS 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° 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-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to MOPAS.			

346' per NM

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

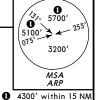
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LEBL/BCN **BARCELONA** 

M JEPPESEN 13 OCT 06 (10-3L5) Eff 26 Oct BARCELONA, SPAIN RNAV SID

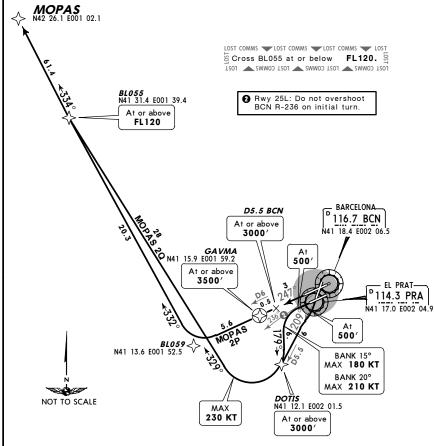
Apt Elev Trans level: By ATC Trans alt: 6000 For runway configuration refer to Airport Briefing pages

MOPAS TWO PAPA (MOPAS 2P) [MOPA2P] MOPAS TWO QUEBEC (MOPAS 2Q) [MOPA2Q] RWYS 25R, 20, 25L RNAV DEPARTURES RNAV (DME/DME)



P-RNAV APPROVAL REQUIRED

DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES SEETON MAX 250 KT BELOW FL100



SID	RWY	INITIAL CLIMB		
MOPAS 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).		
MOPAS 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).		
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).		
SID		ROUTING		
MOPAS 2P	GAVMA	(3500'+) - BL059 - BL055 (FL120+) - MOPAS.		
MOPAS 2Q	DOTIS	(3000'+) - (K230-) - BL055 (FL120+) - MOPAS.		

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# JEPPESEN

LEBL/BCN 13 OCT 06 (10-3L6) Eff 26 Oct **BARCELONA** 

BARCELONA, SPAIN RNAV SID

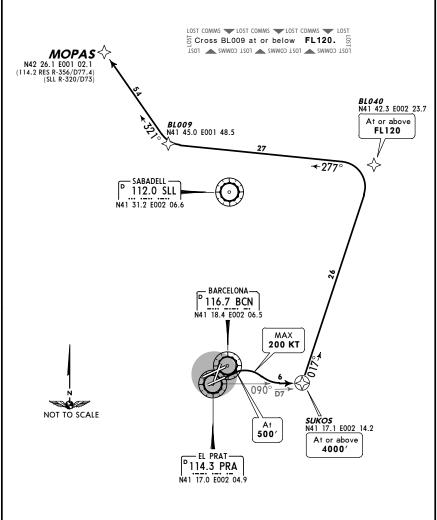
Apt Elev

Trans level: By ATC Trans alt: 6000' 1. These SIDs are restricted BRNAV procedures to equipment that

少。 5700' supports fly-by functionality. If such equipment is not available, it 5100' 253° must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages 3200 MOPAS ONE ROMEO (MOPAS 1R) [MOPA1R] MSA BCN/PRA VOR RWY 07R RNAV DEPARTURE 1 4300' within 15 NM

Maid A MAX 250 KT BELOW FL100





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

INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL040, then to BL009, then to MOPAS,

CHANGES: Airport name.

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to BL009, then to OKABI.

RNAV SID

LEBL/BCN

**BARCELONA** 

BARCELONA, SPAIN # JEPPESEN

13 OCT 06 (10-3L8) Eff 26 Oct

Apt Elev | Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages.

> OKABI TWO PAPA (OKABI 2P) [OKAB2P] OKABI TWO QUEBEC (OKABI 2Q) [OKAB2Q] RWYS 25R, 20, 25L RNAV DEPARTURES

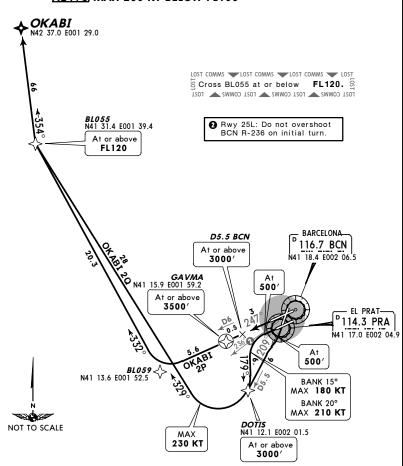
ジ<sub>/</sub>。 5700′ O' 5100' 253° 3200' MSA

RNAV (DME/DME)

4300' within 15 NM

P-RNAV APPROVAL REQUIRED

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



SID	RWY	INITIAL CLIMB
OKABI 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
OKABI 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).
SID		ROUTING
OKABI 2P	GAVMA	A (3500'+) - BL059 - BL055 (FL120+) - OKABI.
OKABI 2Q	DOTIS	(3000'+) - (K230-) - BL055 (FL120+) - OKABI.

CHANGES: RNAV SIDs renumbered & revised; airport name.

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LEBL/BCN BARCELONA

# JEPPESEN 13 OCT 06 (10-3M) Eff 26 Oct BARCELONA, SPAIN RNAV SID

Apt Elev

Trans level: By ATC Trans alt: 6000'

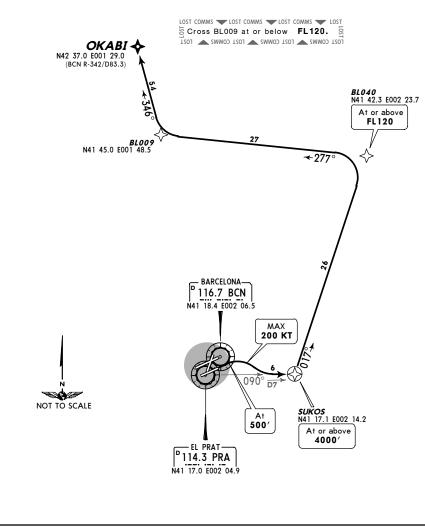
1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

2. For runway configuration refer to Airport Briefing pages

OKABI ONE ROMEO (OKABI 1R) [OKAB1R] RWY 07R RNAV DEPARTURE MAX 250 KT BELOW FL100



1 4300' within 15 NM



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

#### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL040, then to BL009, then to OKABI.

CHANGES: Airport name.

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BARCELONA, SPAIN M JEPPESEN LEBL/BCN 13 OCT 06 (10-3N) Eff 26 Oct RNAV SID **BARCELONA** 

Apt Elev

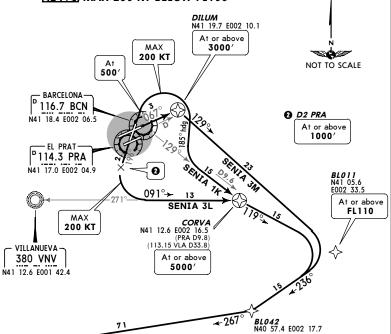
Trans level: By ATC Trans alt: 6000' 1. These SIDs are restricted BRNAV procedures to equipment that

supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.

2. For runway configuration refer to Airport Briefing pages.

5100' 5700′ 3200 SENIA ONE KILO (SENIA 1K) [SENI1K] MSA BCN/PRA VOR 1 4300' within 15 NM

SENIA THREE LIMA (SENIA 3L) [SENI3L] SENIA THREE MIKE (SENIA 3M) [SENI3M] RWYS 02, 20, 07L RNAV DEPARTURES MAX 250 KT BELOW FL100



**SENIA** N40 52.1 E000 44.3 (116.0 CMA R-090/D92.7) (114.2 RES R-231/D25.9)

LOST COMMS LOST COMMS LOST COMMS LOST Cross BL042 at or below FL120. FO21 COWWS 
FO21 COWWS FO21 COWWS FO21 COWWS

These SIDs require minimum climb gradients SENIA 1K

304' per NM (5%) until leaving SENIA 3M

346' per NM (5.7%) until leaving

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
346' per NM	433	577	866	1155	1443	1732

SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1K	02 <b>3</b>	Climb on runway heading to 500', turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° 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-067 to DILUM (D3 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.

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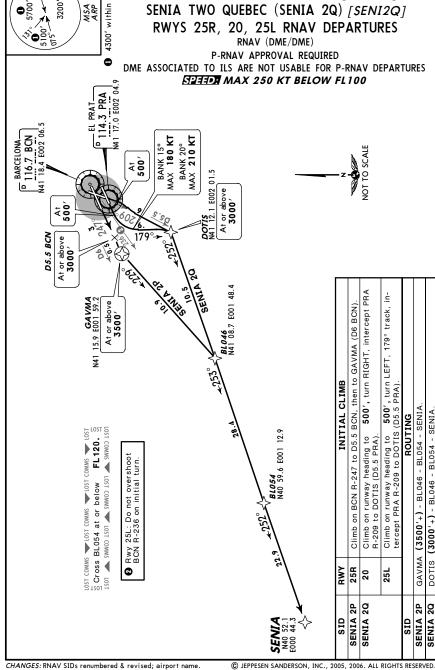
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LEBL/BCN **BARCÉLONA** 

MJEPPESEN. 13 OCT 06 (10-3N1) Eff 26 Oct BARCELONA, SPAIN RNAV SID

Apt Elev Trans level: By ATC Trans alt: 6000 14' For runway configuration refer to Airport Briefing pages.

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



M JEPPESEN LEBL/BCN 13 OCT 06 (10-3N2) Eff 26 Oct BARCELONA

BARCELONA, SPAIN RNAV SID

Trans level: By ATC Trans alt: 6000'

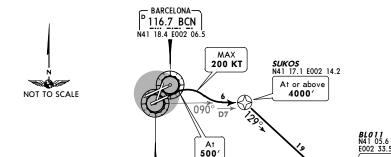
1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

5700' 5100' 253° 3200 MSA BCN/PRA VOR

SENIA THREE ROMEO (SENIA 3R) [SENI3R] RWY 07R RNAV DEPARTURE STATEM MAX 250 KT BELOW FL100

1 4300' within 15 NM

At or above FL110



BL042 N40 57.4 E002 17.7 **SENIA** 

P 114.3 PRA

N41 17.0 E002 04.9

LOST COMMS LOST COMMS LOST COMMS LOST Cross BL042 at or below FL120.

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

N40 52.1 E000 44.3 (116.0 CMA R-090/D92.7) (114.2 RES R-231/D25.9)

### INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL011, then to BL042, then to SENIA

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LEBL/BCN BARCELONA

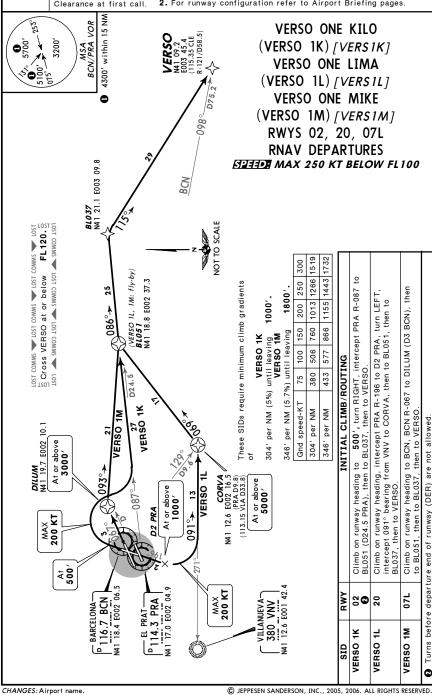
↓JEPPESEN 13 OCT 06 (10-3N3) Eff 26 Oct BARCELONA, SPAIN RNAV SID

Apt Elev

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. For runway configuration refer to Airport Briefing pages.



Trans level: By ATC Trans alt: 6000'

For runway configuration refer to Airport Briefing pages.

Apt Elev

3200'

BARCELONA, SPAIN MJEPPESEN LEBL/BCN 13 OCT 06 (10-3N4) Eff 26 Oct RNAV SID BARCELONA

VERSO TWO PAPA (VERSO 2P) [VERS2P] VERSO TWO QUEBEC (VERSO 2Q) [VERS2Q] RWYS 25R, 20, 25L

RNAV DEPARTURES RNAV (DME/DME) P-RNAV APPROVAL REQUIRED DME ASSOCIATED TO ILS ARE NOT COMMS **1**08 FL 120. USABLE FOR P-RNAV DEPARTURES MAX 250 KT BELOW FL100 Rwy 25L: Do not overshoo BCN R-236 on initial turn. BL057 LOST COMMS inter iCN, then to GAVMA (D6 BCN). 500', turn RIGHT, intercept PRA **500',** turn LEFT, 170° BARCELONA 116.7 BCN N41 18.4 E002 06.5 EL PRAT
P114.3 PRA
N41 17.0 E002 04.9 VERSO. CLIM **PERAL** N41 11.3 E002 02.3 At or above 3000' Climb on BCN R-247 to D5.5 Climb on runway heading to R-200 to PERAL (D6 PRA). Climb on runway heading to cept PRA R-200 to PERAL (I .3 E001 59. 2Q: fly-by) (VERSO NITBA N41 04. GAVMA (3500'+) At or above 3000′ D5.5 BCN **VERSO 2P** 9.11 25R SID VERSO

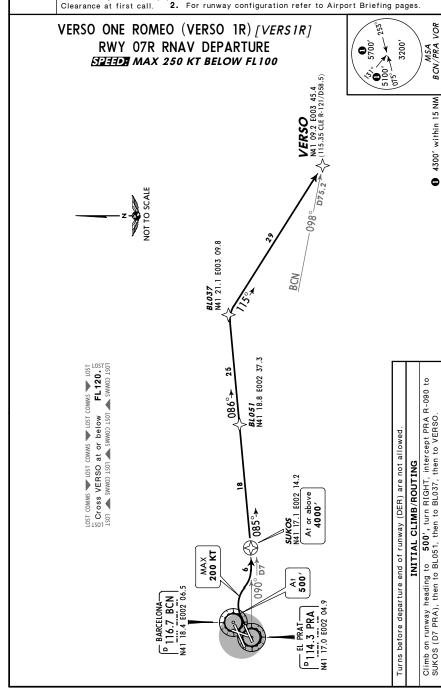
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LEBL/BCN BARCELONA

13 OCT 06 (10-3N5) Eff 26 Oct BARCELONA, SPAIN RNAV SID

Trans level: By ATC Trans alt: 6000' Apt Elev

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



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BARCELONA, SPAIN **MALEPPESEN** LEBL/BCN BARCELONA 13 OCT 06 (10-3N6) Eff 26 Oct SID Trans level: By ATC Trans alt: 6000' 14 For runway configuration refer to Airport Briefing pages. AGENA ONE ALFA (AGENA 1A)[AGEN1A] AGENA ONE GOLF (AGENA 1G) [AGEN1G] RWYS 20, 07R DEPARTURES *BCN/* 4300' wi **AGENA** N41 32.7 E003 29.3 \$,**©**5,8 MAX 250 KT BELOW FL100 0 ×508° N41 26.4 E002 51.9 Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA. intercept PRA R-196 to D2 PRA, turn LEFT, i VNV via CORVA to D27 PRA, turn LEFT, in-d, intercept BCN R-077 via SALON to AGENA Sa **D27 PRA** N41 12.4 E002 40.2 CALELLA P 115.35 CLE គ 500′ 
 200
 250
 300

 1114
 1392
 1671
 AGENA 1A minimum climb gradient 75 100 150 418 557 835 P 116.7 BCN N41 18.4 E002 06.3 5%) until leaving MAX 200 KT P114.3 PRA
N41 17.0 E002 04.9 RWY 20 This SID required of 334' per NM (5) 334' per NM 334' per NM AGENA

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BARCELONA, SPAIN **JEPPESEN** LEBL/BCN BARCELONA 13 OCT 06 (10-3N7) Eff 26 Oct Apt Elev Trans level: By ATC Trans alt: 6000 14' For runway configuration refer to Airport Briefing pages AGENA ONE BRAVO (AGENA 1B) [AGEN1B] **€** 200, MSA BCN/PRA 1 4300' wi+t-AGENA ONE ECHO (AGENA 1E) [AGEN1E] **AGENA** N41 32.7 E003 29.3 RWYS 07L, 02 DEPARTURES MAX 250 KT BELOW FL100 • 흸 NOT TO SCALE **SALON** N41 29.7 E003 11.2 · 8054 51.9 N41 26.4 E002 770 Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.

Climb on runway heading to **500°**, turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA. 200 250 **D5 BCN** N41 20.5 I Gnd speed-KT 340' per NM 304' per NM 30 AGENA SIDs require minimum climb gradien , 500 500 AGENA 18 340' per NM (5.6%) until D5 BCN. AGENA 1E 304' per NM (5%) until leaving · P114.3 PRA
N41 17.0 E002 04.9 07L 02 SID AGENA

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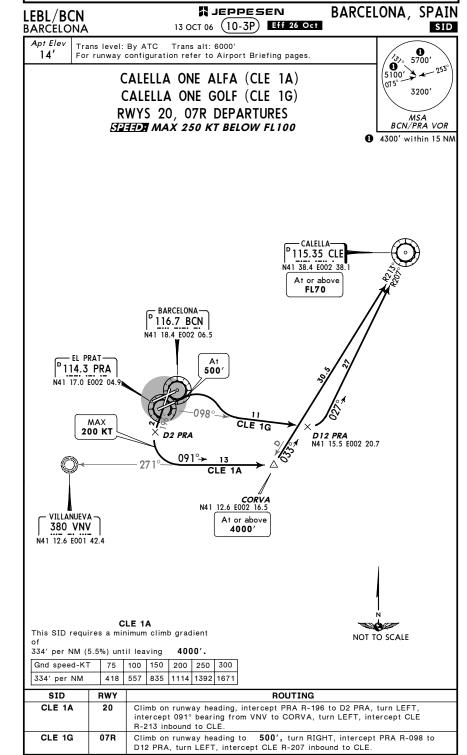
BARCELONA, SPAIN **MJEPPESEN** LEBL/BCN 13 OCT 06 (10-3N8) Eff 26 Oct BARCELONA Trans level: By ATC Trans alt: 6000 For runway configuration refer to Airport Briefing pages. **AGENA** 32.7 E003 29.3 AGENA TWO DELTA (AGENA 2D) [AGEN2D] AGENA TWO WHISKEY 힑 (AGENA 2W) [AGEN2W] RWYS 25R, 20, 25L DEPARTURES MAX 250 KT BELOW FL100 36 463 to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 t VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, til passing BCN R-108, intercept BGR R-199 inbound, intervint to AGENA. ΣZZ 304 Rwy 25L: Do not overshoot BCN R-236 on initial turn. LOST COMMS TOST COMMS
Cross D47 VLA at or the service of the servi BARCELONA— 116.7 BCN 118.4 E002 06 0 **D47 VLA** N40 45.5 E002 14.2 At or above 2500' Climb on runway h PRA, turn LEFT, in along BCN 36 DME cept BCN R-077 vi At 500' BANK 15° MAX 180 KT At or above 3000′ RWY 25R 25L 20 **©** D12.5 BCN N41 13.3 E001 51.3 AGENA 2W AGENA 2D NOT TO SID

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SID	RWY	ROUTING
CLE 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT,
CLE 1E	02	intercept CLE R-228 inbound to CLE.  Climb on runway heading to 500', turn RIGHT, 090° heading, intercept
0	02	CLE R-228 inbound to CLE.

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

CHANGES: Airport name.

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NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 BARCELONA, SPAIN M JEPPESEN LEBL/BCN 13 OCT 06 (10-3Q1) Eff 26 Oct BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000 For runway configuration refer to Airport Briefing pages 5700' 5100' 253° CALELLA TWO DELTA (CLE 2D) \075° 3200' CALELLA TWO WHISKEY (CLE 2W) RWYS 25R, 20, 25L DEPARTURES MSA BCN/PRA VOR MAX 250 KT BELOW FL100 4300' within 15 NA SABADELL-112.0 SLL N41 31.2 E002 06 NOT TO SCALE CALELLA-115.35 CLE N41 38.4 E002 38.1 Rwy 25L: Do not overshoot BCN R-236 on initial turn. N41 23.2 E001 40.6 BARCELONA-116.7 BCN **D10.2 BCN** N41 14.3 E001 54.1 N41 18.4 E002 06.5 At or above 3000' EL PRAT-114.3 PRA N41 17.0 E002 04.9 500 BANK 15° **MAX 180 KT** BANK 20° ₹288∘ **MAX 210 KT** - VILLANUEVA -380 VNV N41 12.6 E001 42.4 These SIDs require minimum climb gradients CLE 2D D8 PRA CLE 2D At or above N41 09.9 E001 59.9 371' per NM (6.1%) until VNV. 4800' CLE 2W At or above 304' per NM (5%) until D8 PRA 2500' CLE 2W Gnd speed-KT 100 | 150 | 200 | 250 | 300 At or above 371' per NM 463 618 927 1235 1544 1853 5000' 380 506 760 1013 1266 1519 304' per NM SID RWY ROUTING CLE 2D 25R Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT 354° bearing, intercept SLL R-249 inbound to SLL, SLL CLE 2W Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to 20 D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE. Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE. 3 Turns before departure end of runway (DER) are not allowed.

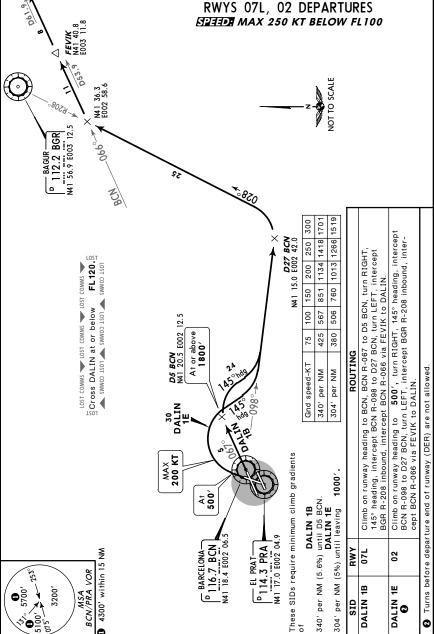
BARCELONA, SPAIN **MALERPESEN** 

LEBL/BCN 13 OCT 06 (10-3Q2) Eff 26 Oct SID BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000' 14' For runway configuration refer to Airport Briefing pages. **DALIN**N41 44.0
E003 21.5 DALIN ONE ALFA (DALIN 1A) [DALI1A] DALIN ONE GOLF (DALIN 1G) [DALI1G] ◁ RWYS 20, 07R DEPARTURES MAX 250 KT BELOW FL100 ◁ P 112.2 BGR 112.2 BGR N41 56.9 E003 12.5 Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-098 to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-066 via FEVIK to DALIN. ading, intercept PRA R-196 to D2 PRA, turn LEFT, if from VNV via CORVA to D27 PRA, turn LEFT, in inbound, intercept BCN R-066 via FEVIK to DALIN. **D27 PRA** 12.4 E002 40.2 P 115.35 CLE

N41 38.4 E002 38.1 ភ 500, 200 250 **DALIN 1A** minimum climb gradient 4000 (5.5%) until leaving MAX 200 KT 100 75 0 RWY 20 This SID required of 334' per NM (5) Gnd speed-KT 334' per NM DALIN 1G . 5700′ 3200'

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JEPPESEN JeppView 3.5.2.0 BARCELONA, SPAIN JEPPESEN LEBL/BCN BARCELONA 13 OCT 06 (10-3Q3) Eff 26 Oct Apt Elev Trans level: By ATC Trans alt: 6000' 14' For runway configuration refer to Airport Briefing pages **DALIN**N41 44.0
E003 21.5 DALIN ONE BRAVO (DALIN 1B) [DALI1B] DALIN ONE ECHO (DALIN 1E) [DALI1E] RWYS 07L, 02 DEPARTURES MAX 250 KT BELOW FL100



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BARCELONA, SPAIN **MJEPPESEN** LEBL/BCN 13 OCT 06 (10-3Q4) Eff 26 Oct SID **BARCELONA** Apt Elev Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages DALIN TWO DELTA (DALIN 2D) [DALI2D] P61.90 DALIN TWO WHISKEY (DALIN 2W) [DALI2W] RWYS 25R, 20, 25L DEPARTURES BGP E MAX 250 KT BELOW FL100 1 38.4 1 04.8 1 04.8 9990 NOB 371' per NM (6.1%) unti **DALIN** 304' per NM (5%) until Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-108, intercept BGR R-199 inbound, intercept BCN R-066 via FEVIK to DALIN. ing to 500°, turn RIGHT, intercept PRA R-200 to D16 PRA, 1-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along to DALIN. Rwy 25L: Do not overshoot BCN R-236 on initial turn. LOST COMMS TOST COM 0 ۱ At or above 2500′ **D47 VLA** N40 45.5 E002 1 ,0009 Cimbon runway heading LEFT, intercept VLA R-1 BCN 36 DME arc until po BCN R-066 via FEVIK to Maintain At 500' BANK 15° MAX **180 KT** 2W: DALIN RWY 25R At or above 3000' 20 25 NOT TO SCALE D10.2 DALIN 2D SID

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**↓** JEPPESEN BARCELONA, SPAIN LEBL/BCN 13 OCT 06 (10-3Q5) Eff 26 Oct BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000' **1** 5700′ For runway configuration refer to Airport Briefing pages ( **0**)° 5100 DUNES ONE ALFA (DUNES 1A) [DUNE 1A] \075° 3200' DUNES ONE GOLF (DUNES 1G) [DUNE1G] RWYS 20, 07R DEPARTURES MSA BCN/PRA VOR SPEED MAX 250 KT BELOW FL100 4300' within 15 NM 115.35 CLE - SABADELL -N41 38.4 E002 38.1 112.0 SLL N41 31.2 E002 06.6 BARCELONA— LOST COMMS LOST COMMS LOST COMMS Cross DUNES at or below FL120.5 116.7 BCN N41 18.4 E002 06.5 P 114.3 PRA N41 17.0 E002 04. 500 **D20 PRA** N41 14.5 E002 31.2 **DUNES** MAXD2 PRA 200 KT **DUNES 1A** D22 PRA N41 12.4 E002 33.4 **CORVA** N41 12.6 E002 16.5 VILLANUEVA -380 VNV At or above 4000' N41 12.6 E001 42.4 **DUNES** A N40 51.8 E003 09.5 NOT TO SCALE **DUNES 1A** This SID requires a minimum climb gradient 334' per NM (5.5%) until leaving 100 150 200 250 300 Gnd speed-KT 75 835 1114 1392 1671 334' per NM 418 557 RWY SID ROUTING **DUNES 1A** 20 Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

**DUNES 1G** 

Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to

D20 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

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FRI /RCN

BARCELONA, SPAIN

LEBL/BCN 13 OCT 06 (10-3Q6) Eff 26 Oct SID BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages. 5700′ DUNES ONE BRAVO (DUNES 1B) [DUNE 1B] 3200 DUNES ONE ECHO (DUNES 1E) [DUNE1E] RWYS 07L, 02 DEPARTURES MSA BCN/PRA VOR MAX 250 KT BELOW FL100 1 4300' within 15 NM - SABADELL -112.0 SLL N41 31.2 E002 06.6 MAX 20 DUNES **D5 BCN** N41 20.5 E002 12.5 200 KT 1E At or above BARCELONA-1800' 500 116.7 BCN N41 18.4 E002 06.5 - EL PRAT-D 114.3 PRA D17 BCN N41 17.0 E002 04.9 N41 16.3 E002 28.8 **DUNES** N40 51.8 E003 09.5 LOST COMMS LOST COMMS LOST COMMS Cross DUNES at or below FL120. FORE COWWR 

FORE These SIDs require minimum climb gradients **DUNES 1B** 340' per NM (5.6%) until D5 BCN. NOT TO SCALE **DUNES 1E** 304' per NM (5%) until leaving 1000'. Gnd speed-KT 75 100 150 200 250 300 340' per NM 425 567 851 1134 1418 1701 304' per NM 380 506 760 1013 1266 1519

000 000 100 1000 100					
SID	RWY	ROUTING			
DUNES 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to DUNES.			
DUNES 1E	02	Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to DUNES.			

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

CHANGES: Airport name.

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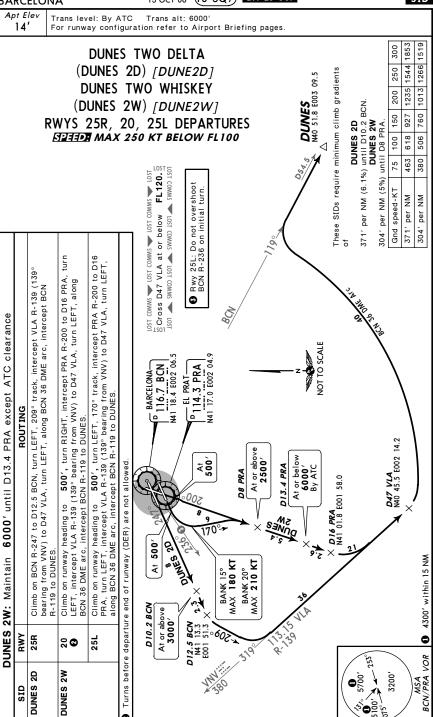
BARCELONA, SPAIN

LEBL/BCN
BARCELONA

JEPPESEN

13 OCT 06 (10-3Q7)

Eff 26 Oct



JEPPESEN

JeppView 3.5.2.0

BARCELONA, SPAIN **MALERPESEN** LEBL/BCN BARCELONA 13 OCT 06 (10-3Q8) Eff 26 Oct SID Apt Elev Trans level: By ATC Trans alt: 6000' 14' For runway configuration refer to Airport Briefing pages. GRAUS FIVE ALFA (GRAUS 5A) [GRAU5A] D 115.35 CLE GRAUS ONE GOLF (GRAUS 1G) [GRAU1G] RWYS 20, 07R DEPARTURES MAX 250 KT BELOW FL100 36.7 36.7 At or above FL70 **D2 CLE** 36.6 E002 36.9 At or above FL70 36.7 E002 At or above 4000' ^ 500` **POBIL** N41 46.0 E001 49.4 BARCELONA 116.7 BCN N41 18.4 E002 06. D37.2 MAX 200 KT P 112.0 SLL ► 112.0 SLC + 112.0 SCC + 112 P114.3 PRA
N41 17.0 E002 04.9 NOT TO SCALE D103.3 ROUTING 
 200
 250
 300

 1114
 1392
 1671
 **GRAUS 5A** This SID requires a minimum climb gradient 4000 200 418 557 835 100 150 until leaving 75 per NM (5.5%) Gnd speed-KT 334' per NM per NM SID GRAUS

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BARCELONA, SPAIN JEPPESEN LEBL/BCN BARCELONA (10-3S) Eff 26 Oct Apt Elev Trans level: By ATC Trans alt: 6000 14' For runway configuration refer to Airport Briefing pages GRAUS FIVE BRAVO (GRAUS 5B) [GRAU5B] €200, 3200 GRAUS FIVE ECHO (GRAUS 5E) [GRAU5E] RWYS 07L, 02 DEPARTURES MAX 250 KT BELOW FL100 4300' within 15 NM D 115.35 CLE NOT TO SCALE At or above FL70 N41 37.0 E002 3 **BCN** 20.5 E002 At or abc 1800 Climb on runway heading to **500'**, turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 via POBIL on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, int CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 bBIL to GRAUS. MAX 200 KT **POB11.** N41 46.0 E001 49.4 500′ D37.2 P SABADELL 112.0 SLL N41 31.2 E002 06.6 P114.3 PRA P1114.3 PRA P117.0 E002 04.9 gradients D103.3 1000, require minimum climb GRAUS 5B 340' per NM (5.6%) until D5 BCN GRAUS 5E 304' per NM (5%) until leaving 02 GRAUS 5E

per

0

These SIDs r of

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**JEPPESEN** 

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BARCELONA, SPAIN MIEPPESEN LEBL/BCN 13 OCT 06 (10-3T) Eff 26 Oct BARCELONA Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages. GRAUS SIX DELTA (GRAUS 6D) [GRAU6D] GRAUS TWO WHISKEY (GRAUS 2W) [GRAU2W] RWYS 25R, 20, 25L DEPARTURES 3233 MAX 250 KT BELOW FL100 4300' within 15 NM **D8 PRA** N41 09.9 0 PRAT \_\_\_\_\_3 PRA 0 A† 500` Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to WNV, turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to LND, turn RIGHT, 354° bearing, intercept BCN R-284 reliable to the comparation of **Ø** Rwy 25L: Do not overshoot BCN R-236 on initial turn. FL120. At or above 3000′ **D10.2** 14.3 E001 22.9 E001 40.7 284° **←**354 SMMS 100 RILUK N41 26.2 E001 21.1 △ ← 15 Cross | GRAUS 6D At or above **4800**′ - VILLANUEVA - 380 VNV 112.6 E001 4 GRAUS 2W 250 1544 1266 200 1235 1013 75 463 380 RWY 25R 20 speed-KT per NM per NM SID GRAUS 6D GRAUS

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**↓** JEPPESEN BARCELONA, SPAIN LEBL/BCN 13 OCT 06 (10-3T1) Eff 26 Oct BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000' **1** 5700′ For runway configuration refer to Airport Briefing pages ( **0**)° 5100 LARPA ONE ALFA (LARPA 1A) [LARP1A] \075° 3200' LARPA ONE GOLF (LARPA 1G) [LARP1G] RWYS 20, 07R DEPARTURES MSA BCN/PRA VOR SPEED MAX 250 KT BELOW FL100 4300' within 15 NM 115.35 CLE 112.0 SLL N41 38.4 E002 38.1 N41 31.2 E002 06.6 BARCELONA-116.7 BCN N41 18.4 E002 06.5 — EL PRAT-D 114.3 PRA N41 17.0 E002 04.9 **D20 PRA** N41 14.5 E002 31.2 LARPA 200 KT D2 PRA LARPA 1A D22 PRA N41 09.6 E002 41.4 N41 12.4 E002 33.4 **CORVA** N41 12.6 E002 16.5 At or above VILLANUEVA -380 VNV N41 12.6 E001 42.4 N40 58.5 E002 26.8 LOST COMMS LOST COMMS LOST COMMS LOST CO Cross D58 CLE at or below FL120. TO21 COWMS V LOST COMMS LOST COMMS LOST CO NOT TO SCALE D58 CLE × N40 41.6 E002 22.0 LARPA 1A This SID requires a minimum climb gradient 334' per NM (5.5%) until leaving 4000'. 75 100 150 200 250 300 Gnd speed-KT △ **LARPA**N40 37.6 E002 20.9 334' per NM 418 557 835 1114 1392 1671 ROUTING RWY LARPA 1A Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, in-LARPA 1G Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT,

along SLL 36 DME arc, intercept CLE R-193 to LARPA.

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LEBL/BCN

**JEPPESEN** JeppView 3.5.2.0

BARCELONA, SPAIN M JEPPESEN 13 OCT 06 (10-3T2) Eff 26 Oct

BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages. ∕3⁄> 5700′ 5100' 253° LARPA ONE BRAVO (LARPA 1B)[LARP1B] 3200' LARPA ONE ECHO (LARPA 1E) [LARP1E] RWYS 07L, 02 DEPARTURES MSA BCN/PRA VOR MAX 250 KT BELOW FL100 1 4300' within 15 NM 115.35 CLE - SABADELL -112.0 SLL N41 38.4 E002 38.1 N41 31.2 E002 06.6 20 LARPA **D5 BCN** N41 20.5 E002 12.5 200 KT 1E At or above BARCELONA — Αt 1800' 500' 116.7 BCN N41 18.4 E002 06.5 — EL PRAT — D114.3 PRA D17 BCN N41 17.0 E002 04.9 N41 16.3 E002 28.8 D34 SLL N41 09.6 E002 41.4 NOT TO SCALE

LOST COMMS LOST COMMS LOST COMMS LOST CO Cross D58 CLE at or below FL120. TO21 COWWS TO21 COWWS TO21 COWWS TO21 CO

These SIDs require minimum climb gradients

LARPA 1B 340' per NM (5.6%) until D5 BCN.

LARPA 1E 304' per NM (5%) until leaving 1000'.

		•			
425	567	851	1134	1418	1701
380	506	760	1013	1266	1519
	425	425 567	425 567 851	425 567 851 1134	75 100 150 200 250 425 567 851 1134 1418 380 506 760 1013 1266

SID	RWY	ROUTING		
LARPA 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.		
LARPA 1E	02	Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.		
2 Turns bet	Turns before departure end of runway (DER) are not allowed.			

N40 58.5 E002 26.8 ×

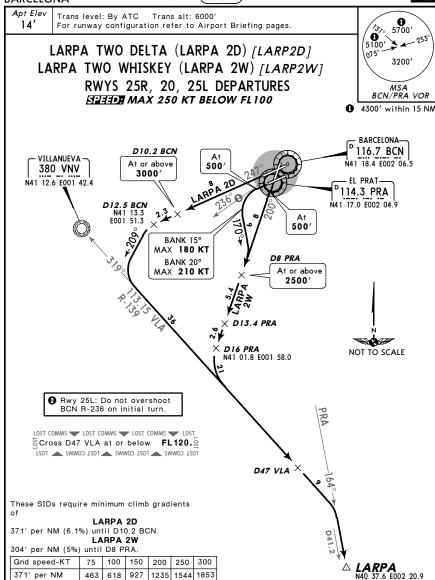
X N40 41.6 E002 22.0

△ LARPA N40 37.6 E002 20.9

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# JEPPESEN BARCELONA, SPAIN LEBL/BCN 13 OCT 06 (10-3T3) Eff 26 Oct **BARCELONA** 



LARPA 2W: Maintain 6000' until D13.4 PRA except ATC clearance			
SID	RWY	ROUTING	
LARPA 2D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.	
LARPA 2W	20 <b>3</b>	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.	
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.	

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

380 506 760 1013 1266 1519

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304' per NM

BARCELONA, SPAIN **MALERPESEN** LEBL/BCN BARCELONA 13 OCT 06 (10-3T4) Eff 26 Oct SID Apt Elev Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages. LOBAR FOUR ALFA (LOBAR 4A) [LOBA4A] D 115.35 CLE LOBAR ONE GOLF (LOBAR 1G) [LOBA1G] RWYS 20, 07R DEPARTURES ONLY TRAFFIC VIA AIRWAY UN 725 MAX 250 KT BELOW FL100 **D2 CLE** 5.6 E002 36.9 At or above FL70 At or above FL70 **D2 CLI** E002 36.7 500, FL120. E001 47.5 OMMS LOST COMMS LOST
SS AKOPA at or below
WWO 1501 SWWO 1501 BARCELONA 116.7 BCN N41 18.4 E002 06. MAX 200 KT **AKOPA** N41 40.9 N41 17.0 E002 04.9 P 114.3 PRA ◁ Cross , 250 300 LOBAR 4A minimum climb gradien 4000 4300' within 15 NM D104.3 150 until leaving 100 557 **LOBAR** N41 44.9 E000 19.1 418 • (2.5%) LOBAR

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BARCELONA, SPAIN **JEPPESEN** LEBL/BCN BARCELONA 13 OCT 06 (10-3T5) Eff 26 Oct Apt Elev Trans level: By ATC Trans alt: 6000 14' For runway configuration refer to Airport Briefing pages LOBAR FOUR BRAVO (LOBAR 4B) [LOBA4B] €200, 3200 LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E] RWYS 07L, 02 DEPARTURES ONLY TRAFFIC VIA AIRWAY UN 725 MITTER MAX 250 KT BELOW FL100 4300' within 15 NM P 115.35 CLE **D2 CLF** N41 37.0 E002 36.1 At or above FL70 **BCN** 20.5 E002 At or abc 1800 imb on runway heading to **500'**, turn RIGHT, 090° heading, intercep<sup>1</sup> E R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275 via BCN, BCN R-067 to D5 BCN, turn LEFT, in-to D2 CLE, turn LEFT, intercept CLE R-275 MAX 200 KT  $\bigcirc$ FL 120.1501 **AKOPA** N41 40.9 E001 47.5 500′ Cross AKOPA at or below swwoo 1801 P114.3 PRA ■ NA1 17.0 E002 04.9 BARCELONA 116.7 BCN N41 18.4 E002 06. D104.3 340' per NM (5.6%) unt 02 LOBAR 4E

JEPPESEN

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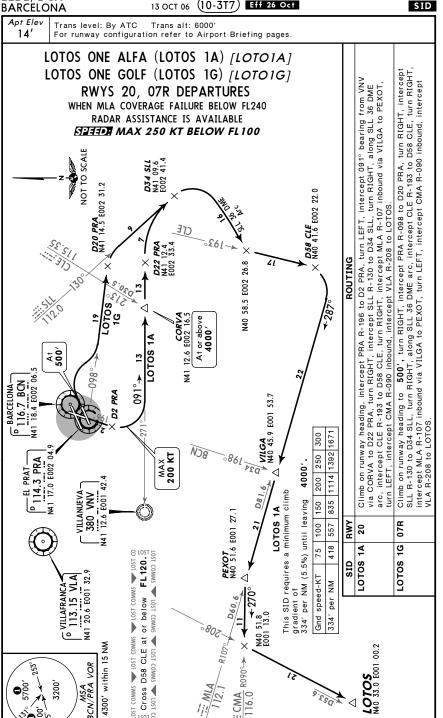
Climb on runway heading to 500', turn LETT, 179° track, intercept PRA R-209 to D8 turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 349° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LND, turn RIGHT, 309° bearing to LOBAR. Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, RIGHT, 309° bearing to LOBAR. **Q** Rwy 25L: Do not overshoot BCN R-236 on initial turn. D 10.2 BCN 14.3 E001 54.1 FL 120. At or above 3000' N41 22.9 E001 40.7 -284° ROUTING **←354**° Cross RI

SWW00 *RILUK* N41 26.2 E001 21.1 At or above 4800′ VILLANUEVA-380 VNV N41 12.6 E001 4 At or above 5000' LOBAR 5D LOBAR 2W 250 1544 1266 200 1235 1013 75 463 380 RW 80

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BARCELONA, SPAIN

LEBL/BCN 13 OCT 06 (10-3T7) Eff 26 Oct



SID LOBAR 5D

LOBAR

**JEPPESEN** 

JeppView 3.5.2.0

BARCELONA, SPAIN **MUSEPPESEN** LEBL/BCN 13 OCT 06 (10-3T8) Eff 26 Oct **BARCELONA** Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages. LOTOS ONE BRAVO (LOTOS 1B) [LOTO1B] LOTOS ONE ECHO (LOTOS 1E) [LOTO1E] 17 BCN, turn E R-193 to D58 CMA R-090 in-RWYS 07L, 02 DEPARTURES WHEN MLA COVERAGE FAILURE BELOW FL240 RADAR ASSISTANCE IS AVAILABLE STATEM MAX 250 KT BELOW FL100 At or above 1800' 340, **D5 BCN** N41 20.5 E SLOSTE 26. **CLE** 22:0 E002 287 20 LOTOS MAX 200 KT ·861 A† 500` Climb on run to D17 BCN, CLE R-193 t cept CMA R Climb on run RIGHT, inte 27 80 SID LOTOS 1B **PEXOT** N40 51.6 LOTOS 116.0 CMA

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BARCELONA, SPAIN # JEPPESEN LEBL/BCN 22 JUN 07 (10-3U) Eff 5 Jul BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000 For runway configuration refer to Airport Briefing pages 5100' 5700' LOTOS THREE DELTA (LOTOS 3D) [LOTO3D] \075° 3200' LOTOS THREE WHISKEY (LOTOS 3W) [LOTO3W] MSA BCN/PRA VOR RWYS 25R, 20, 25L DEPARTURES MAX 250 KT BELOW FL100 4300' within 15 NA BARCELONA-113.15 VLA 116.7 BCN N41 20.6 E001 32.9 N41 18.4 E002 06.5 114.3 PRA N41 17.0 E002 04.9 Rwy 25L: Do not overshoot BCN R-236 on initial turn. D10.2 BCN 500 At or above LOST COMMS LOST COMMS LOST COMMS LOST L0105 3000' Cross BANBU at or below FL120. .05T COMMS 🔻 L05T COMMS 🔻 L05T COMMS 🔻 L05T D12.5 BCN N41 13.3 E001 51.3 X 500' - REUS D16 PRA 114.2 RES At or above N41 09.0 E001 10.3 BANK 15° 4000' MAX 180 KT BANK 20° MAX 210 KT D11.2 PRA At or below N41 04.1 E001 37.8 6000' By ATC D8 PRA R104° At or above 2500 BANBU N41 01.0 E001 31.3 N40 52.2 **D16 PRA** N41 02.8 E001 55.0 E001 13.0 At or above 4000' These SIDs require minimum climb gradients 371' per NM (6.1%) until D10.2 BCN. LOTOS 3W 304' per NM (5%) until D8 PRA LOTOS NOT TO SCALE N40 33.0 E001 00.2 Gnd speed-KT 100 | 150 | 200 | 250 | 300 371' per NM 927 1235 1544 1853 304' per NM 760 1013 1266 1519 LOTOS 3W: Maintain 6000' until D11.2 PRA except ATC clearance SID RWY ROUTING LOTOS 3D 25R Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS LOTOS 3W Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to

Trans level: By ATC Trans alt: 6000'

LEBL/BCN

BARCELONA

Apt Elev

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# BARCELONA, SPAIN
22 JUN 07 (10-3V) Eff 5 Jul

14' For runway configuration refer to Airport Briefing pages.

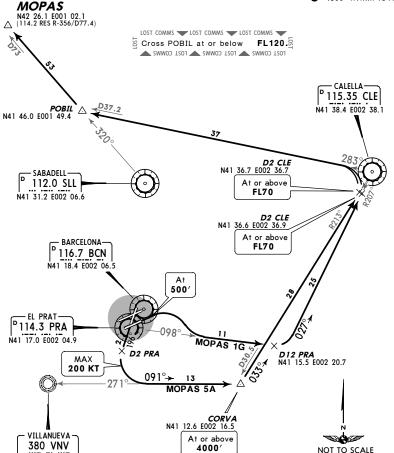
MOPAS FIVE ALFA (MOPAS 5A) [MOPA5A]

MOPAS ONE GOLF (MOPAS 1G) [MOPA1G]

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RWYS 20, 07R DEPARTURES
ENDER MAX 250 KT BELOW FL100

**BCN/PRA VOR 1** 4300′ within 15 NM



## MOPAS 5A

This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

N41 12.6 E001 42.4

Gnd speed-KT		100				
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
MOPAS 5A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.
MOPAS 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D12 PRA, turn LEFT, intercept CLE R-207 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.

CHANGES: None.

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Trans level: By ATC Trans alt: 6000

Apt Elev

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LEBL/BCN
BARCELONA

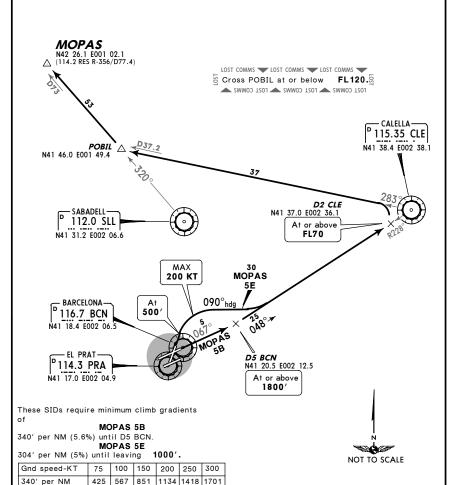
| SPAIN | SPAIN | SID | SID

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

For runway configuration refer to Airport Briefing pages



4300' within 15 NM



SID	RWY	ROUTING	
MOPAS 5B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.	
MOPAS 5E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.	
2 Turns bet	Turns before departure end of runway (DER) are not allowed.		

380 506 760 1013 1266 1519

304' per NM

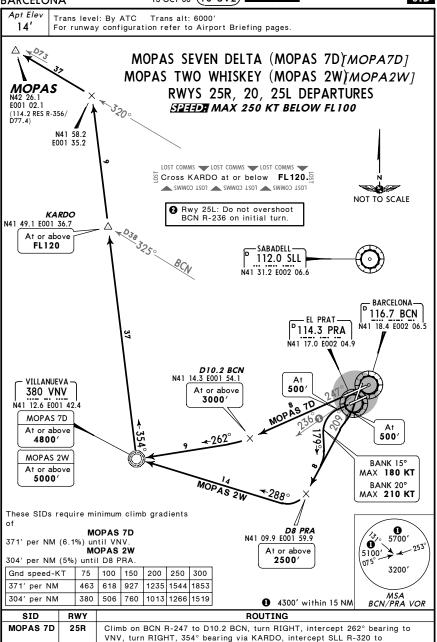
LEBL/BCN
BARCELONA

13 OCT 06 (10-3V2)

Eff 26 Oct

BARCELONA, SPAIN

SID



SID	RWY	ROUTING
MOPAS 7D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.
MOPAS 2W	20 <b>3</b>	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.
1 Turns bef	ore depa	rture end of runway (DER) are not allowed.

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BARCELONA, SPAIN # JEPPESEN LEBL/BCN 13 OCT 06 (10-3V3) Eff 26 Oct BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000 For runway configuration refer to Airport Briefing pages 5100' 253° OKABI FIVE ALFA (OKABI 5A) [OKAB5A] \075° 3200' OKABI ONE GOLF (OKABI 1G) [OKAB1G] RWYS 20, 07R DEPARTURES MSA BCN/PRA VOR SPEED MAX 250 KT BELOW FL100 4300' within 15 NM **△** OKABI LOST COMMS LOST COMMS LOST COMMS Cross POBIL at or below FL120.5 TO21 COWWS TO21 COWWS TO21 COWWS N41 58.2 E001 35.2 - CALELLA-115.35 CLE N41 38.4 E002 38.1 **POBIL** N41 46.0 E001 49.4 D2 CLE N41 36.7 E002 36.7 SABADELL-112.0 SLL At or above FL70 N41 31.2 E002 06.6 D2 CLE N41 36.6 E002 36.9 At or above - BARCELONA-FL70 116.7 BCN N41 18.4 E002 06.5 500 - EL PRAT-114.3 PRA N41 17.0 E002 04.9 OKABI 1G 6 D2 PRA D12 PRA MAX N41 15.5 E002 20.7 200 KT OKABI 5A CORVA N41 12.6 E002 16.5 - VILLANUEVA -380 VNV At or above 4000 N41 12.6 E001 42.4 NOT TO SCALE OKABI 5A This SID requires a minimum climb gradient Gnd speed-KT 100 150 200 250 300 334' per NM 557 835 1114 1392 1671 334' per NM (5.5%) until leaving SID ROUTING RWY OKABI 5A 20 Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI. Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to OKABI 1G

D12 PRA, turn LEFT, intercept CLE R-207 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, inter-

cept 354° bearing from VNV to OKABI.

Trans level: By ATC Trans alt: 6000'

For runway configuration refer to Airport Briefing pages.

LEBL/BCN

BARCELONA Apt Elev

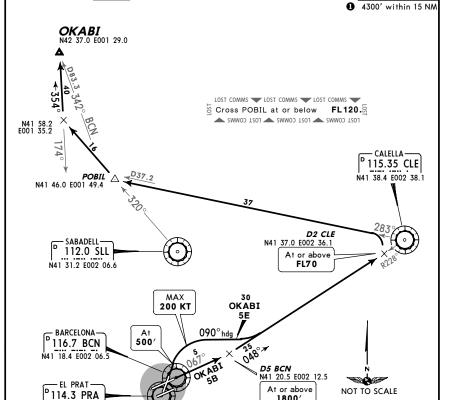
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# JEPPESEN

BARCELONA, SPAIN 13 OCT 06 (10-3V4) Eff 26 Oct

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





These SIDs require minimum climb gradients VILLANUEVA -380 VNV

N41 12.6 E001 42.4

N41 17.0 E002 04.9

OKABI 5B 340' per NM (5.6%) until D5 BCN. OKABI 5E

1800'

304' per NM (5%) until leaving 1000'.

Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING		
OKABI 5B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-283 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.		
OKABI 5E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.		
2 Turns bef	② Turns before departure end of runway (DER) are not allowed.			

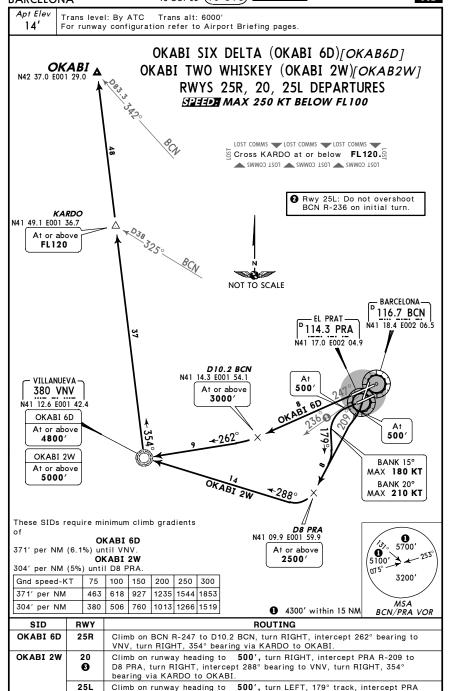
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LEBL/BCN BARCELONA

# JEPPESEN 13 OCT 06 (10-3V5) Eff 26 Oct

BARCELONA, SPAIN



R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT,

354° bearing via KARDO to OKABI.

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

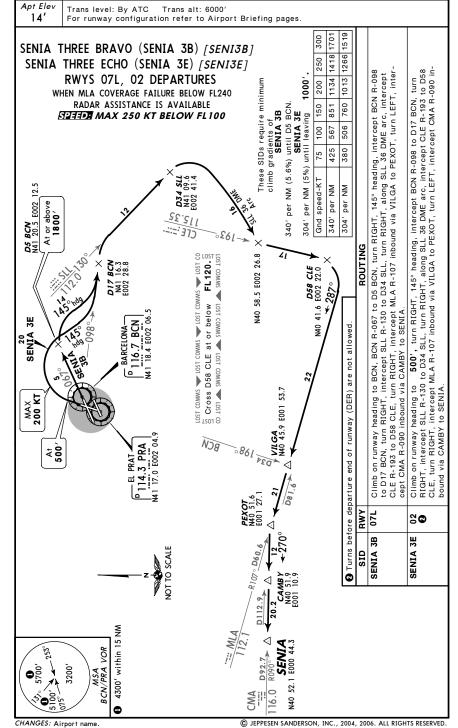
BARCELONA, SPAIN

LEBL/BCN BARCELONA 13 OCT 06 (10-3V6) Eff 26 Oct Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages SENIA THREE ALFA (SENIA 3A) [SENI3A] SENIA ONE GOLF (SENIA 1G) [SENI1G] D PRA, turn RIGHT, intercept 193 to D58 CLE, turn RIGHT, A R-090 inbound via CAMBY RWYS 20, 07R DEPARTURES WHEN MLA COVERAGE FAILURE BELOW FL240 RADAR ASSISTANCE IS AVAILABLE MAX 250 KT BELOW FL100 NOT TO SCALE A R-098 to D20 F tercept CLE R-19 intercept CMA F **D20 PRA** N41 14.5 E002 31.2 58.5 E002 26.8 RIGHT 1980 WILGA NAO 45.9 EP COMMS ▼ LOST CO 15 SENIA 3A SENIA This SID requires a minimum clin gradient of 334' per NM (5.5%) until leaving

**MUSTER SEN** 

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BARCELONA, SPAIN **X**JEPPESEN LEBL/BCN 13 OCT 06 (10-3V7) Eff 26 Oct BARCELONA



BARCELONA, SPAIN Na Jeppesen

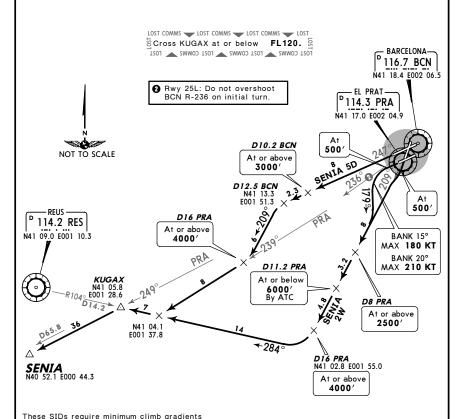
LEBL/BCN 13 OCT 06 (10-3V8) Eff 26 Oct BARCELONA

Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages.

SENIA FIVE DELTA (SENIA 5D) [SENI5D] SENIA TWO WHISKEY (SENIA 2W) [SENI2W] RWYS 25R, 20, 25L DEPARTURES MAX 250 KT BELOW FL100



1 4300' within 15 NM



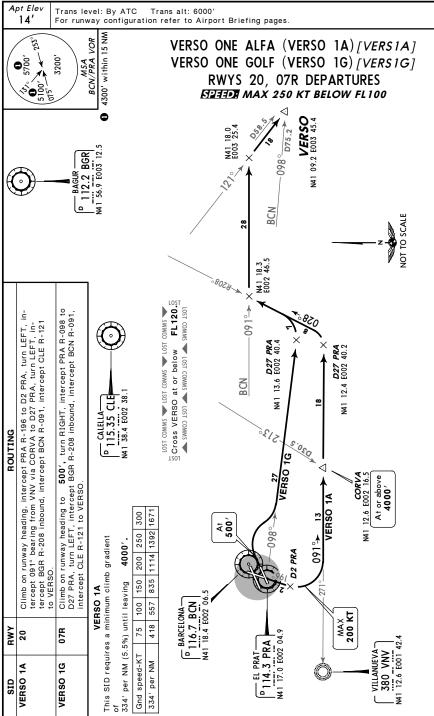
of	,	
01	SENIA 5D	Gno
371′	per NM (6.1%) until D10.2 BCN.	371

nd speed-KT 100 150 200 250 300 463 618 927 1235 1544 1853 1' per NM SENIA 2W 380 506 760 1013 1266 1519 304' per NM 304' per NM (5%) until D8 PRA

SENTA	1 2W:	Maintain 6000° until D11.2 PRA except ATC clearance
SID	RWY	ROUTING
SENIA 5D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept PRA R-239, intercept RES R-104 inbound to KUGAX, turn LEFT, intercept PRA R-249 to SENIA.
SENIA 2W 20		Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D16 PRA, turn RIGHT, intercept RES R-104 inbound to KUGAX, turn LEFT, intercept PRA R-249 to SENIA.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D16 PRA, turn RIGHT, intercept RES R-104 inbound to KUGAX, turn LEFT, intercept PRA R-249 to SENIA.

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BARCELONA, SPAIN JEPPESEN LEBL/BCN 13 OCT 06 (10-3W) Eff 26 Oct BARCELONA



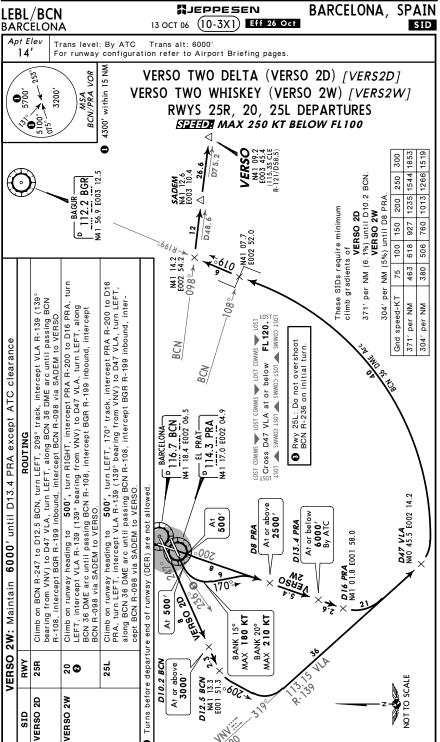
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 150
 200
 250
 300

 851
 1134
 1418
 1701

 760
 1013
 1266
 1519
 Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-088 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-091, intercept CLE R-121 to VERSO.

Climb on runway heading to 50°, turn RIGHT, 145° heading, intercept BCN R-088 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-091, intercept CLE R-121 to VERSO. **D27 BCN** N41 15.0 E002 42.0 567 851 506 760 P 115.35 CLE N41 38.4 €002 38.1 FL 120. **D5 BCN** N41 20.5 E002 12.5 At or above 1800′ 425 380 at or below ROUTING Gnd speed-KT 340' per NM 304' per NM departure end of runway (DER) are not allowed LOST COMMS TOST 30 VERSO 1E MAX 200 KT SIDs require minimum climb gradients 1000 500<sup>′</sup> VERSO 1B 340' per NM (5.6%) until D5 BCN. VERSO 1E 304' per NM (5%) until leaving 17.0 E002 04.9 BARCELONA 116.7 BCN N41 18.4 E002 06.1 P 114.3 PRA RWY 07L 02 7 Turns before 무 VERSO . VERSO

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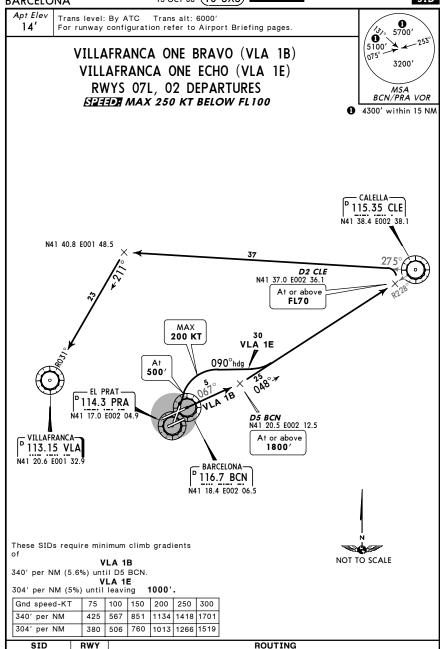
SID	RWY	ROUTING
VLA 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA.
VLA 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D12 PRA, turn LEFT, intercept CLE R-207 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA.

CHANGES: Airport name.

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BARCELONA, SPAIN M JEPPESEN LEBL/BCN 13 OCT 06 (10-3X3) Eff 26 Oct BARCELONA Apt Elev Trans level: By ATC Trans alt: 6000'



SID RWY						
304' per NM	380	506	760	1013	1266	1519
340' per NM	425	567	851	1134	1418	1701
Gnd speed-KT	75	100	150	200	250	300

VLA 1B Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA. VLA 1E Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA

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

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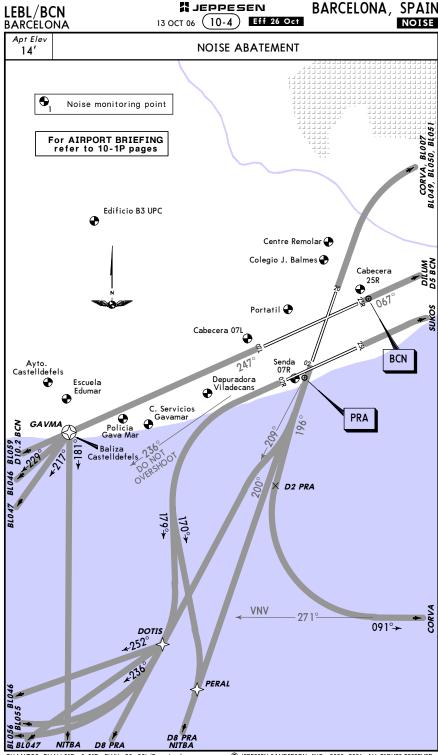
BARCELONA, SPAIN Na Jeppesen LEBL/BCN 13 OCT 06 (10-3X4) Eff 26 Oct BARCELONA Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages. /3/<sub>2</sub> 5700' 5100 VILLAFRANCA TWO DELTA (VLA 2D) 3200' VILLAFRANCA TWO WHISKEY (VLA 2W) RWYS 25R, 20, 25L DEPARTURES MSA BCN/PRA VOR MAX 250 KT BELOW FL100 1 4300' within 15 NM 2 Rwy 25L: Do not overshoot BCN R-236 on initial turn. VILLAFRANCA 113.15 VLA - BARCELONA-N41 20.6 E001 32.9 116.7 BCN EL PRAT N41 18.4 E002 06.5 114.3 PRA N41 17.0 E002 04.9 D10.2 BCN N41 14.3 E001 54.1 500 At or above 3000' 500' BANK 15° MAX 180 KT BANK 20° MAX 210 KT · VILLANUEVA -380 VNV **D8 PRA** N41 09.9 E001 59.9 N41 12.6 E001 42.4 VLA 2D At or above At or above 2500' 4800' VLA 2W At or above 5000 These SIDs require minimum climb gradients 371' per NM (6.1%) until VNV VLA 2W 304' per NM (5%) until D8 PRA NOT TO SCALE 100 150 200 250 300 Gnd speed-KT 371' per NM 463 | 618 | 927 | 1235 | 1544 | 1853 380 506 760 1013 1266 1519 304' per NM ROUTING SID RWY VLA 2D 25R Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, 319° bearing to VLA. Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to VLA 2W 20 0 D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° bearing to VLA

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

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BARCELONA, SPAIN LEBL/BCN MJEPPESEN Apt Elev 14' N41 17.8 E002 04.7 12 OCT 07 (10-9) Eff 25 Oct **BARCELONA** Ground East | South (by ATC) 121.85 | 121.65 ATIS Departure BARCELONA Clearance Delivery 121.97 121.7 121.8 118.1 118.32 02-04 AIRPORT BRIEFING refer to 10- 1P pages CHANGES: Apron R-16 added. Twys. © JEPPESEN SANDERSON, INC., 2004, 2007. ALL RIGHTS RESERVED.

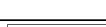
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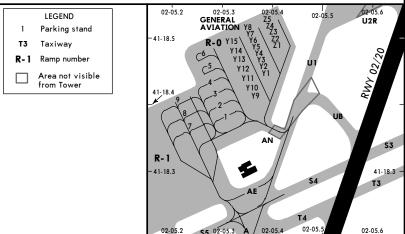
LEBL/BCN

**M**JEPPESEN

BARCELONA, SPAIN

12 ост 07 (10-9А)	Eff 25 Oct		BARC	ELONA
ADDITIONAL RUNWAY IN	FORMATION			
		SABLE LENGTHS BEYOND ——	5	
RWY			TAKE OFF	WIDTH
	Threshold	Glide Slope	TAKE-OFF	WIDTH
02 ( , , , , , , , , , , , , , , , , , ,		7422' 2262m		148'
20 HIRL(50m) CL(15m)			0	45m
TAKE-OFF RUN AVAILABLE				
RWY 20:				
From rwy head 8333' (2540m)				
twy UB int 6690' (2039m)				
twy S4 int 6647' (2026m)				
twy T4 int 6385' (1946m)				
07L HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI-R (3.0°) 2 RVR	9587' 2922m	8553' 2607m	_	197'
25R HIRL(50m) CL(15m) HIALS-II REIL TDZ PAPI(3.0°)		9964' 3037m	0	60m
	rwy head 10 twy Z3 int twy Z2 int twy Z1 int twy ZA int twy BA int	9091' (2771n	n) n) n)	
07R HIRL(50m)CL(15m) HIALS-II REIL TDZ PAPI(3.0°)		7740' 2359m 7747' 2361m		197' 60m
<b>③</b> HST-G7, G8 & G9				





J/	JAR-OPS TAKE-OFF 1							
	All Rwys							
	Approved LVP must be in Force							
11	Operators							
	HIRL, CL & mult. RVR req	RL, CL	DI º CI	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
$\vdash$	& muit. KVK req	& mult. RVR req	RL & CL	OF KL	OI KL	(DAT OHly)		
A B	150m	150m	200m	250m	400m	500m		
С	130111							
D		200m	250m	300m				
	Operators applying ILS Ops Specs: CL required below 300m							

CHANGES: None.

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BARCELONA, SPAIN LEBL/BCN **XJEPPESEN** 10-9B) Eff 25 Oct 12 OCT 07 BARCELONA 02-04.6 02-04.5 02-04.3 02-04.2 02-03.9 Area not visible from Tower Area not usable d CAT I conditions LEGEND 02-03.8

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CHANGES: Parking stands. Apron R-16 added. Twys.

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JEPPESEN

12 OCT 07 (10-9C) Eff 25 Oct

BARCELONA, SPAIN BARCELONA

INS COORDINATES						
STAND No.	COORDINATES	STAND No.	COORDINATES			
1 thru 4	N41 18.4 E002 05.3	320, 322	N41 17.6 E002 04.8			
5, 6	N41 18.5 E002 05.3	330, 332	N41 17.7 E002 04.9			
7 thru 9	N41 18.4 E002 05.2	334	N41 17.6 E002 04.9			
11	N41 18.3 E002 05.2	340	N41 17.7 E002 04.9			
11A	N41 18.2 E002 05.2	A1 thru A3	N41 18.2 E002 05.0			
12 thru 15	N41 18.3 E002 05.2	A12	N41 18.2 E002 05.0			
16, 17	N41 18.4 E002 05.1	B1 thru B3	N41 18.2 E002 04.8			
21	N41 18.2 E002 05.2	B4 thru B6	N41 18.2 E002 04.9			
22	N41 18.2 E002 05.1	C1 thru C3	N41 18.1 E002 04.7			
23 thru 27	N41 18.3 E002 05.1	C4	N41 18.2 E002 04.7			
28	N41 18.4 E002 05.1	C5, C6	N41 18.1 E002 04.8			
33	N41 18.2 E002 05.1	C12	N41 18.1 E002 04.7			
34, 35	N41 18.2 E002 05.1	D1	N41 18.0 E002 04.5			
36	N41 18.3 E002 05.1	D2, D3	N41 18.1 E002 04.5			
37 thru 39	N41 18.3 E002 05.0	D4 thru D6	N41 18.1 E002 04.6			
60	N41 18.0 E002 04.0	D12	N41 18.1 E002 04.5			
61, 62	N41 18.0 E002 04.1	E1	N41 18.0 E002 04.3			
63 thru 63C	N41 17.9 E002 04.1	E2, E3	N41 18.0 E002 04.4			
64 thru 64C	N41 17.9 E002 04.0	E4	N41 18.1 E002 04.4			
65 thru 67A	N41 17.9 E002 04.2	E5	N41 18.0 E002 04.4			
68 thru 69	N41 17.9 E002 04.1	E6	N41 18.0 E002 04.5			
71, 72	N41 17.8 E002 04.0	E23	N41 18.0 E002 04.4			
73 thru 75	N41 17.9 E002 04.0	FE	N41 18.0 E002 04.3			
76	N41 17.9 E002 03.9	F4 thru F6	N41 18.0 E002 04.3			
77A	N41 17.8 E002 04.0	F45	N41 18.0 E002 04.3			
81 thru 83	N41 17.8 E002 03.9	X1	N41 17.9 E002 04.3			
84, 85	N41 17.9 E002 03.9	X2	N41 18.0 E002 04.6			
91	N41 17.8 E002 03.9	X3	N41 18.1 E002 04.7			
92 thru 94	N41 17.8 E002 03.8	Y1	N41 18.4 E002 05.4			
95	N41 17.9 E002 03.8	Y2 thru Y8	N41 18.5 E002 05.4			
101 102 103 thru 105 111, 112 113, 114	N41 17.7 E002 03.8 N41 17.8 E002 03.8 N41 17.8 E002 03.7 N41 17.7 E002 03.7 N41 17.8 E002 03.7	Y9 thru Y11 Y12 thru Y15 Z1 thru Z5	N41 18.4 E002 05.4 N41 18.5 E002 05.3 N41 18.5 E002 05.4			
115 123 thru 126 127, 128 300 310, 312, 314	N41 17.8 E002 03.6 N41 17.7 E002 03.6 N41 17.8 E002 03.6 N41 17.6 E002 04.6 N41 17.6 E002 04.7					

LEBL/BCN

# JEPPESEN

BARCELONA, SPAIN

9 FEB 07 (1

(10-9D)

Eff 15 Feb

# BARCELONA

# 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**

## Consists of:

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

# PILOT INSTRUCTIONS

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

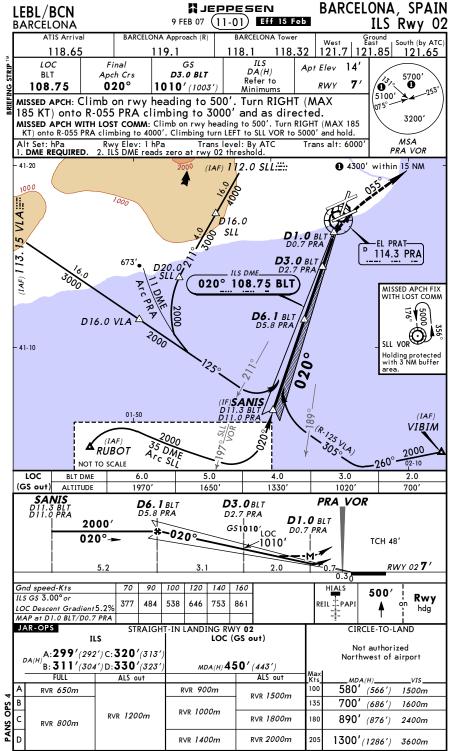


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**MJEPPESEN** BARCELONA, SPAIN LEBL/BCN 16 NOV 07 Eff 22 Nov (11-1)ILS Rwy 07L **BARCELONA** BARCELONA Approach (R BARCELONA Tower ATIS Arrival Ground 118.1 118.32 | West 121.7 | East 121.85 | South (by ATC) 121.65 118.65 119.1 LOC Final GS Apt Elev 14 DA(H) QAA Apch Crs Lctr Refer to 0 ø, 067° 110.3 1444' (1436') RWY Minimums 5100' MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 3000' and as directed.

MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold. 3200 Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000

1. DME REQUIRED. 2. LOC coverage restricted to 30° each side of rwy centerline.

3. ILS DME reads zero at rwy 07L displaced threshold. MSAPRA VOR (IAF) 112.0 SLL::::: 1 4300' within 15 NM 230°16.0 4000 -BARCELONA-80 N 116.7 BCN D18.0 SLL **D1.0** QAA 067° 110.3 QAA D2.8 BCN VILLAFRANC D9.20AA D11.0 BCN -FI PRAT-114.3 PRA BARCELONA-ASTEK 338 QA CAUTION: Acft should maintain PAPI on final descent due to taxiing Acft below approach path. 41-10 MISSED APCH FIX WITH LOST COMM Holding protected with 3 NM buffer SLL VOR (IAF) VIBIM 01-50 02-00 01-40 (IAF) RUBO1 LOC QAA DME 9.0 8.0 7.0 6.0 5.0 4.0 3.0 2.0 (GS out) ALTITUDE 2930' 2300' 1980' 1660' 1340' 1020' 700' 2610' **ASTEK D9.2**QAA Lctr D12.4 QAA D14.2 BCN D11.0 BCN G\$1444' **D1.0** QAA D2.8 BCN 3000 LOC 067° 1450 TCH displ thresh 54 RWY 0718' 5.0 TO DISPLACED THRESHOLD 4.0 Gnd speed-Kts 120 | 140 | 160 HIALS-II REIL PAPI 70 90 100 BCN BCN 3000'i ILS GS 3.00° or 116.7 484 646 753 on 116.7 538 861 LOC Descent Gradient 5.2% R-060 MAP at D1.0 QAA/D2.8 BCN JAR-OPS STRAIGHT-IN LANDING RWY 07L CIRCLE-TO-LAND LOC (GS out) Not authorized A:242'(234')C:262'(254' Northwest of airport B: 254'(246') D: 273'(265 MDA(H) 480' (472') ALS out ALS out RVR 1000m 580' (566') 1500m RVR 1500m RVR 1000m RVR 600m 700' (686') 1600m RVR 1200m 890' (876') 2400m RVR 1200m RVR 650m RVR 2000m 1300'(1286') 3600m RVR 1600m

CHANGES: MSA. Note.

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BARCELONA, SPAIN #JEPPESEN LEBL/BCN 16 NOV 07 Eff 22 Nov (11-1A) CAT II ILS Rwy 07L BARCELONA ATIS Arrival BARCELONA Approach (R Ground 118.1 118.32 | West 121.7 | East 121.85 | South (by ATC) 121.65 118.65 119.1 LOC GS CAT II ILS Final Apt Elev 14' Lctr RA/DA(H) QAA Apch Crs Refer to 067° 110.3 1444' (1436' 137 5700 0 0 RWY Minimums MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 3000' and as directed. 5100' MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow 3200' R-060 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold. Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000 1. DME REQUIRED. 2. Special Aircrew & Aircraft Certification Required. MSA3. LOC coverage restricted to 30° each side of rwy centerline. 4. ILS DME reads zero PRA VOR at rwy 07L displaced threshold. 1 4300' within 15 NM **230°**16.0 4000 BARCELONA-**N**ON 116.7 BCN D18.0 SLL IIS DMF 067° 110.3 QAA VILLAFRANCA D9.2QAA D11.0 BCN EL PRAT-114.3 PRA - BARCELONA-**ASTEK** D12.4 QAAI D14.2 BCN 338 QA CAUTION: Acft should maintain PAPI on final descent due to taxiing Acft below approach path. 41-10 MISSED APCH FIX WITH LOST COMM Holding protected with 3 NM buffer SLL VOR 01-40 (IAF) RUBOT (IAF) VIBIM **ASTEK D9.2**QAA Lctr D12.4 QAA D14.2 BCN D11.0 BCN GS1444' 3000 067 TCH displ thresh 54' RWY 07L8' 5.0 TO DISPLACED THRESHOLD Gnd speed-Kts 90 | 100 | 120 | 140 | 160 HIALS-II REIL PAPI BCN BCN 3000'i 3.00° 377 484 538 646 753 861 116.7 on 116.7 R-060 JAR-OPS STRAIGHT-IN LANDING RWY 07L CAT II ILS RA 147' RA 105' **RA 120** RA 134' DA(H) 113'(105') DA(H) 128'(120') DA(H) 142'(134') DA(H) 155'(147') RVR 300m ■ RVR 400m RVR 450m ■ Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.

CHANGES: MSA. Note.

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CHANGES: Apt name. Apt elev. Lctr withdrawn. Minimums.

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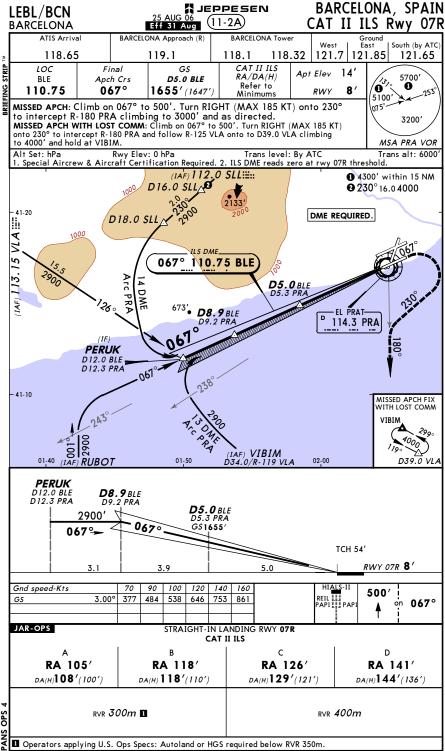
BARCELONA, SPAIN \$ JEPPESEN LEBL/BCN 25 AUG 06 (11-2) Eff 31 Aug ILS Rwy 07R **BARCELONA** ATIS Arrival BARCELONA Approach (R) BARCELONA Tower Ground | South (by ATC West East 118.65 119.1 118.1 118.32 121.7 121.85 121.65 LOC Final GS ILS Apt Elev 14' DA(H) BLE Apch Crs D5.0 BLE 5700' Refer to (13/° 5/0) 110.75 067° 1655' (1647') 8 Minimums 5100' MISSED APCH: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA climbing to 3000' and as directed.

MISSED APCH WITH LOST COMM: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA and follow R-125 VLA to D39.0 VLA climbing to 4000' 1075° 3200' and hold at VIBIM. MSA Alt Set: hPa Rwy Elev: 0 hPa Trans level: By AT 1. DME REQUIRED. 2. ILS DME reads zero at rwy 07R threshold. Trans alt: 6000 Trans level: By ATC PRA VOR (IAF) 112.0 SLL::::: 1 4300' within 15 NM D16.0 SLL 10 **2** 230° 16.0 4000 41-20 D18.0 SLL (IAF) 113.15 VLA **D1.0** BLE **D5.0** BLE D5.3 PRA DME PRA 1260 673' D8.9 BLE - EL PRAT-114.3 PRA 8 PERUK D12.0 BLE D12.3 PRA 067° 110.75 BLE - 41-10 MISSED APCH FIX WITH LOST COMM (IAF) VIBIM 01-50 D39.0 VLA 01-40 (IAF) RUBOT D34.0/R-119 VLA 02-00 LOC BLE DME 8.0 7.0 6.0 5.0 4.0 3.0 2.0 (GS out) 1980' ALTITUDE 2610' 2300' 1660' 1340' 1020' 700 **PERUK D5.0** BLE D5.3 PRA D12.3 PRA 2900 067 GS1655' **D1.0**BLE 067°<del>-</del> D1.3 PRA **D8.9** BLE LOC TCH 54' D9.2 PRA 1660 RWY 07R 8 3.1 3.9 70 90 100 120 140 160 Gnd speed-Kts 500' ILS GS 3.00° or REIL III PAP 377 484 538 646 753 861 067° on LOC Descent Gradient 5.2% MAP at D1.0 BLE/1.3 PRA JAR-OPS STRAIGHT-IN LANDING RWY 07R CIRCLE-TO-LAND LOC (GS out) Not authorized DA(H) A: **252'**(244') C: **272'**(264') Northwest of airport B: 264'(256') D: 282'(274') MDA(H) 500' (492') ALS out ALS out RVR 600m RVR 1000m 580' (566') 1500m RVR 1000m RVR 1500m 700' (686') 1600m RVR 1200m 890' (876') 2400m RVR 650m RVR 1200m RVR 2000m 205 1300' (1286') 3600m RVR 1600m

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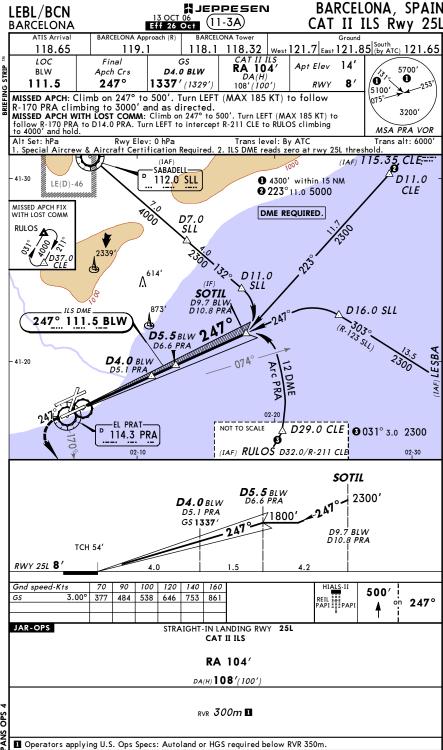
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BARCELONA, SPAIN **JEPPESEN** LEBL/BCN 13 OCT 06 (11-3) Eff 26 Oct ILS Rwy 25L **BARCÉLONA** BARCELONA Approach (R) BARCELONA Tower ATIS Arrival Ground 118.1 118.32 | West 121.7 | East 121.85 | South (by ATC) 121.65 118.65 119.1 LOC GS Final Apt Elev D4.0 BLW Apch Crs DA(H) BLW 5700' 247° 111.5 1337' (1329') 208' (200') 8' RWY Ø, MISSED APCH: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA climbing to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA to D14.0 PRA. Turn LEFT to intercept R-211 CLE to RULOS climbing 5100' 1075°-3200 MSA Alt Set: hPa Rwy Elev: 0 hPa Trans level: By A 1. **DME REQUIRED.** 2. ILS DME reads zero at rwy 25L threshold Trans level: By ATC PRA VOR (IAF) 115.35, CLE: (IAF) ABADELL-41-30 112.0 SLL D11.0 1 4300' within 15 NM LE(D)-46 223°11.0 5000 CLE MISSED APCH FIX WITH LOST COMM D7.0 RULOS 2339 ∆<sup>614′</sup> `S≥0 D11.0 SLL SOTIL D16.0 SLL 8731 D10.8 PRA ILS DME 247° 111.5 BLW **D5.5** BLW 41-20 **D1.0** BLW D2.1 PRA EL PRAT △ D29.0 CLE 10 031° 3.0 2300 NOT TO SCALE 114.3 PRA (IAF) RULOS D32.0/R-211 CLE 02-10 LOC BLW DME 2.0 3.0 5.0 (GS out) ALTITUDE 700 1020 1340 1660 SOTIL **D5.5** BLW D6.6 PRA 247° + 2300' **D4.0** BLW D5.1 PRA 1800' GS 1337' **D1.0** BLW D9.7 BLW D2. 1, PRA TCH 54 LOC 1340 RWY 25L 8' 120 140 160 Gnd speed-Kts 70 90 100 500 ILS GS 3.00° or REIL III PAPI III PAPI 753 247° 377 484 538 646 on LOC Descent Gradient 5.2% MAP at D1.0 BLW/D2.1 PRA JAR-OPS STRAIGHT-IN LANDING RWY 25L CIRCLE-TO-LAND LOC (GS out) ILS Not authorized Northwest of airport DA(H) 208' (200' MDA(H) 410'(402') ALS out FULL ALS out 100 RVR 1200m 580' (566') 1500m RVR 1500m 135 RVR 1300m 700' 1600m (686') RVR 700m RVR 1000m RVR 1400m 890' (876') RVR 1800m 2400m 1300′(1286′) RVR 1600m RVR 2000m 3600m

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CHANGES: Missed approach. Arrival

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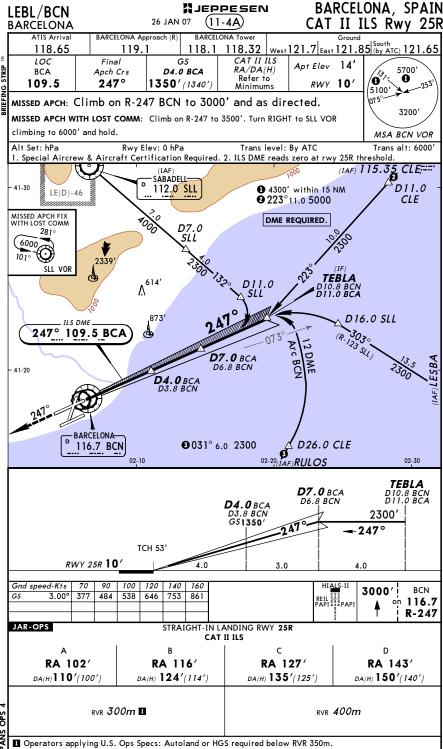
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BARCELONA, SPAIN MJEPPESEN LEBL/BCN 26 JAN 07 (11-4) ILS Rwy 25R **BARCÉLONA** BARCELONA Approach (R) ATIS Arrival BARCELONA Tower Ground 118.1 118.32 | West 121.7 | East 121.85 | South (by ATC) 121.65 118.65 119.1 LOC Final GS Apt Elev 14' D4.0 BCA DA(H) Apch Crs BCA 5700′ Refer to 247° RWY 10' 109.5 1350' (1340' O o 5100' MISSED APCH: Climb on R-247 BCN to 3000' and as directed. \075°-MISSED APCH WITH LOST COMM: Climb on R-247 to 3500'. Turn RIGHT to SLL VOR 3200 climbing to 6000' and hold Alt Set: hPa Rwy Elev: 0 hPa Trans level: By A Trans level: By ATC Trans alt: 6000 MSA BCN VOR (IAF) 115.35 CLE: ABADELL-D11.0 41-30 112.0 SLL 1 4300' within 15 NM LE(D)-46 223° 11.0 5000 CLE MISSED APCH FIX WITH LOST COMM D7.0 6000 2810 23391 SLL VOR ^<sup>614′</sup> です。 D11.0 TEBLA D10.8 BCN D11.0 BCA SLL 8731 D16.0 SLL ILS DME -247° 109.5 BCA **D7.0** BCA D6.8 BCN 41-20 **D4.0** BCA D3.8 BCN D1.0 BCA D0.8 BCN -BARCELONA-3031° 6.0 2300 D26.0 CLE 116.7 BCN 02-20(IAF)RULOS 02-10 02-30 LOC BCA DME 2.0 3.0 4.0 5.0 6.0 7.0 (GS out) ALTITUDE 1030 1350 1660' 1980 2300 **TEBLA D7.0** BCA D10.8 BCN D11.0 BCA D6.8 BCN **D4.0** BCA D3.8 BCN 2300' GS1350' **D1.0** BCA TCH 53' 1350 RWY 25R 10' Gnd speed-Kts 70 90 100 120 140 160 HIALS-II REIL PAPI BCN 3000'i ILS GS 3.00° or 484 538 646 753 on 116.7 377 LOC Descent Gradient 5.2% R-247 MAP at D1.0 BCA/D0.8 BCN JAR-OPS STRAIGHT-IN LANDING RWY 25R CIRCLE-TO-LAND ILS LOC (GS out) DA(H) A: 215' (205') C: 235' (225' Not authorized Northwest of airport B: 227' (217') D: 246' (236' MDA(H) 470'(460' FULL ALS out ALS out RVR 1400m 100 580' (566') 1500m RVR 1500m 135 RVR 1500m 700' (686') 1600m RVR 700m RVR 1000m 890' (876') RVR 1600m 2400m RVR 2000m RVR 1800m 1300′(1286′) 3600m

CHANGES: Minimums

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BARCELONA, SPAIN M JEPPESEN LEBL/BCN (13-1)VOR Rwy 02 **BARCÉLONA** ATIS Arrival BARCELONA Approach (R) BARCELONA Tower Ground South (by ATC 121.65 118.65 119.1 118.32 121.7 | 121.85 VOR Final Minimum Alt MDA(H)D5.0 PRA Apch Crs PRA Apt Elev 14' 500' (486') 5700' 1800'(1786' 114.3 020° 0 MISSED APCH: Immediately turn RIGHT (MAX 185 KT) to 5100' intercept R-055 PRA climbing to 3000' and as directed. 3200' MISSED APCH WITH LOST COMM: Immediately turn RIGHT (MAX 185 KT) to intercept R-055 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold. Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000' MSADME REQUIRED. PRA VOR 41-20 (IAF) 112.0 SLL::::: 1 4300' within 15 NM V! A :::: D1.0 PRA EL PRAT-114.3 PRA (IAF) 113. D20.0 MISSED APCH FIX SLL WITH LOST COMM **D5.0** PRA D16.0 VLA - 41-10 Holding protected with 3 NM buffer SANIS 01-50 (IAF) **VIBIM** RUBOT NOT TO SCALE 02-10 PRA DME 4.0 3.0 1480 1150 820' ALTITUDE SANIS PRA VOR **D5.0** PRA 2000' **D1.0** PRA 1800 M - + APT 14' 1.0 0.3 70 90 100 120 140 160 HIALS PRA 3000' Descent Gradient 5.4% 383 492 547 656 766 875 185 KT REIL - PAPI 114.3 MAP at D1.0 PRA MAX R-055 RT JAR-OPS STRAIGHT-IN LANDING RWY 02 CIRCLE-TO-LAND Not authorized MDA(H) 500' (486' Northwest of airport ALS out RVR 1000m 100 580' (566) 1500m RVR 1500m 135 700' (686') 1600m RVR 1200m 890' (876') 2400m RVR 2000m RVR 1600m 1300' (1286') 3600m

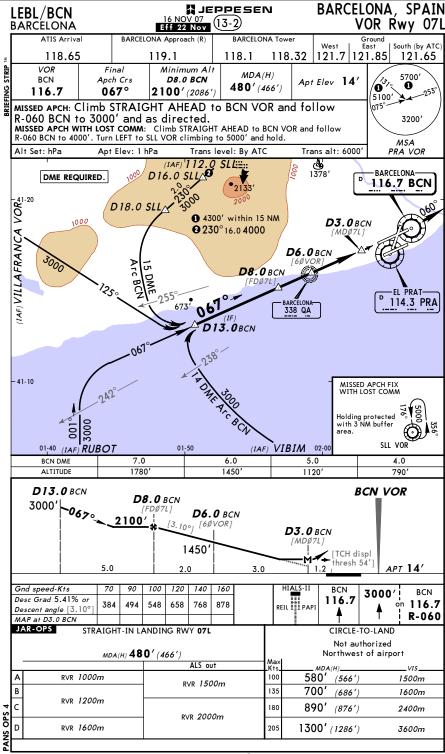
CHANGES: None.

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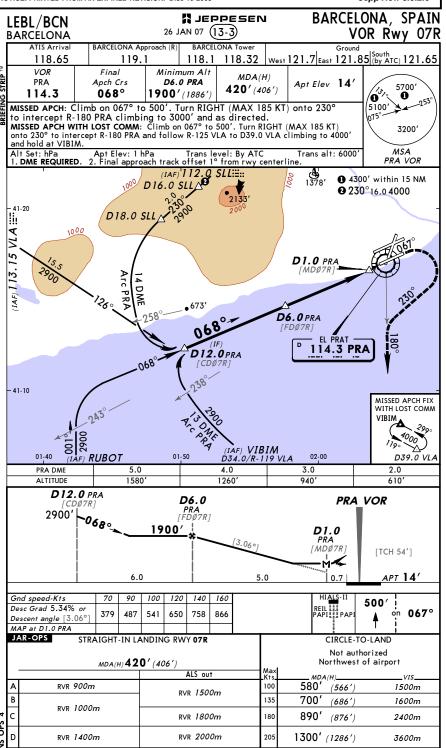


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CHANGES: None.

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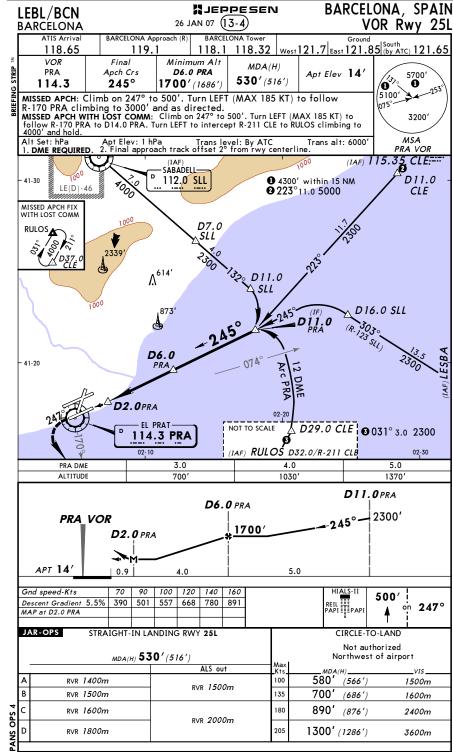


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CHANGES: Minimums.

JEPPESEN Licensed to Elefant air. Printed on 06 Sep 2008. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008 JeppView 3.5.2.0 BARCELONA, SPAIN **MJEPPESEN** LEBL/BCN 26 JAN 07 (13-5) VOR Rwy 25R BARCELONA ATIS Arrival BARCELONA Approach (R) BARCELONA Tower Ground East 118.65 119.1 118.1 118.32 | 121.7 | 121.85 | 121.65 VOR Final Minimum Alt MDA(H)BCN Apch Crs D5.0 BCN Apt Elev 14' (3) 3/00 O **540**′ (526′) 247° 116.7 1800' (1786') 5100' MISSED APCH: Climb on R-247 BCN to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on R-247 to 3500'. Turn RIGHT to SLL VOR 3200' climbing to 6000' and hold. Alt Set: hPa DME REQUIRED. Trans alt: 6000' Apt Elev: 1 hPa Trans level: By ATC MSABCN VOR (IAF) 115.35 CLE::: (IAF) SABADELL-112.0 SLL 41-30 D11.0 1 4300' within 15 NM LE(D)-46 223°11.0 5000 CLE MISSED APCH FIX WITH LOST COMM 281° D7.0 6000 SLL 23391 SLL VOR ∆<sup>614′</sup> ンジ。 D11.0 入 SLL TEBLA D10.8 BCN D16.0 SLL D5.0 BCN 247 Arc BCN 41-20 BARCELONA-3031° 6.0 2300 116.7 BCN D26.0 CLE 02-20 (IAF) RULOS 02-30 02-10 2.0 4.0 BCN DME 3.0 ALTITUDE 800' 1140 1470' **TEBLA** D10.8 BCN **BCN VOR D5.0** BCN [FD25R] 1800' [TCH 53'] APT 14' 5.0 5.8 0.2 Gnd speed-Kts 70 90 | 100 | 120 | 140 | 160 3000' BCN Desc Grad 5.50% or Descent angle [3.15°] REIL PAPI 390 502 557 669 780 892 on 116.7 R-247 MAP at BCN VOR JAR-OPS STRAIGHT-IN LANDING RWY 25R CIRCLE-TO-LAND Not authorized MDA(H) **540'** (526') Northwest of airport ALS out RVR 1400m 580' (566') 1500m RVR 1500m 700' (686') RVR 1500m 1600m 890' (876') RVR 1600m 180 2400m RVR 2000m RVR 1800m 1300' (1286') 3600m CHANGES: Minimums. © JEPPESEN SANDERSON, INC., 2000, 2007. ALL RIGHTS RESERVED.