

LEBL/BCN JEPPESEN BARCELONA, SPAIN
BARCELONA 24 AUG 07 10-1P AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS Arrival 118.65
ATIS Departure 121.97

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Barcelona APT is not available to ACFT without radio or unable to maintain a continuous two-way communication on appropriate tower frequency. Between 0800-1000LT, 1400-1630LT and 2030-2300LT 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.

LEBL/BCN JEPPESEN BARCELONA, SPAIN
BARCELONA 24 AUG 07 10-1P1 AIRPORT BRIEFING

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

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 RWY	Departure RWY	General Taxi Direction on		
		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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JEPPESEN
12 OCT 07 (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.

LEBL/BCN
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JEPPESEN
12 OCT 07 (10-1P3) Eff 25 Oct

BARCELONA, SPAIN
AIRPORT 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 trajectories 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

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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JEPPESEN
12 OCT 07 (10-1P4) Eff 25 Oct

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

Although 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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JEPPESEN
12 OCT 07 (10-1P5) Eff 25 Oct

BARCELONA, SPAIN
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

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.

LEBL/BCN JEPPESEN BARCELONA, SPAIN
BARCELONA 12 OCT 07 (10-1P6) Eff 25 Oct AIRPORT BRIEFING

3. DEPARTURE

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

3.1.1. START-UP

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

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

ACFT on departure shall contact 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 S2 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.

LEBL/BCN JEPPESEN BARCELONA, SPAIN
BARCELONA 12 OCT 07 (10-1P7) Eff 25 Oct AIRPORT 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 V₂ +10 to 20 KT;
- at 1500' reduce power and climb at Vz +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.

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

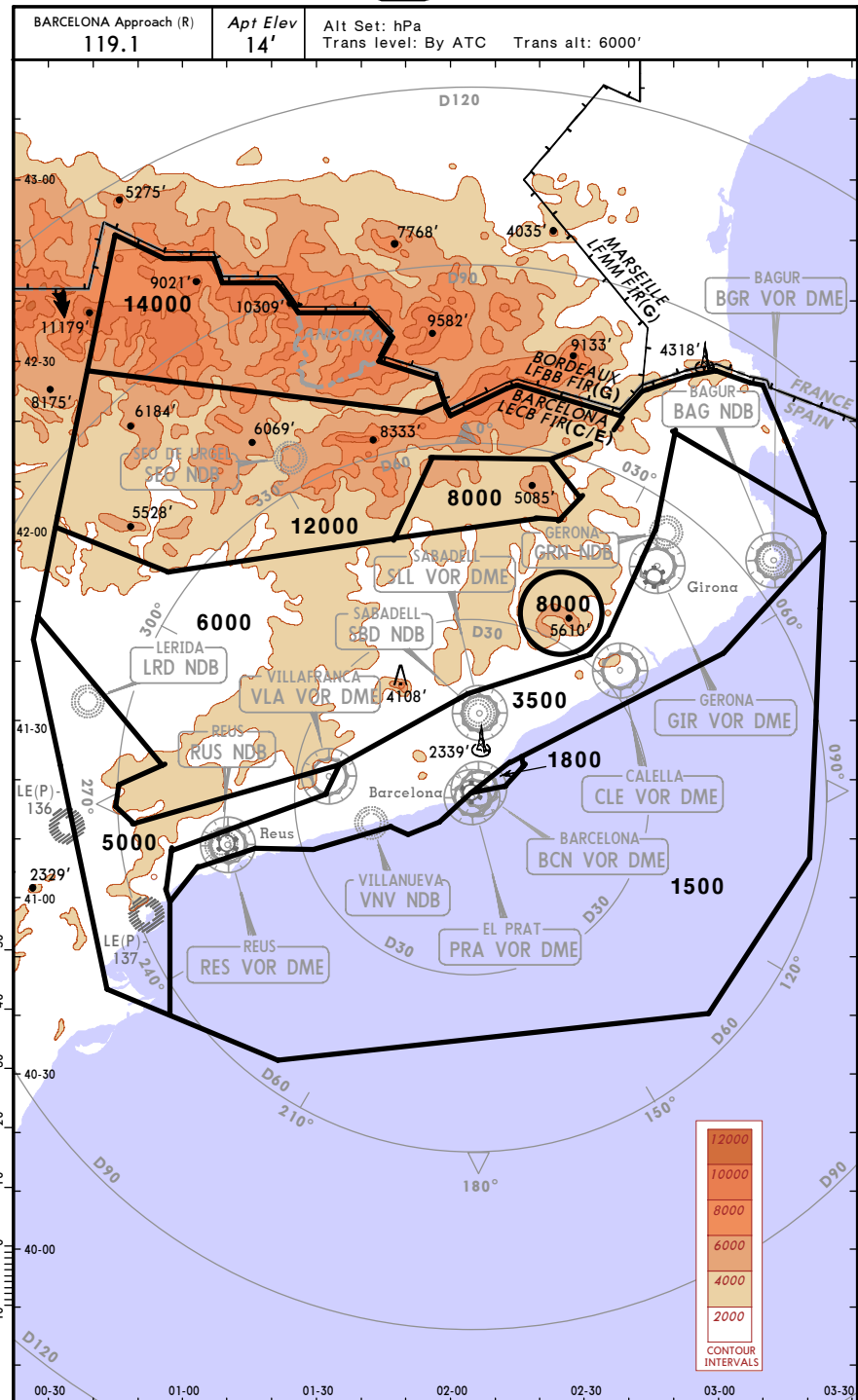
3.6. OTHER INFORMATION

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

LEBL/BCN
BARCELONA

JEPPESEN
13 OCT 06 (10-1R) Eff 26 Oct RADAR MINIMUM ALTITUDES

BARCELONA, SPAIN

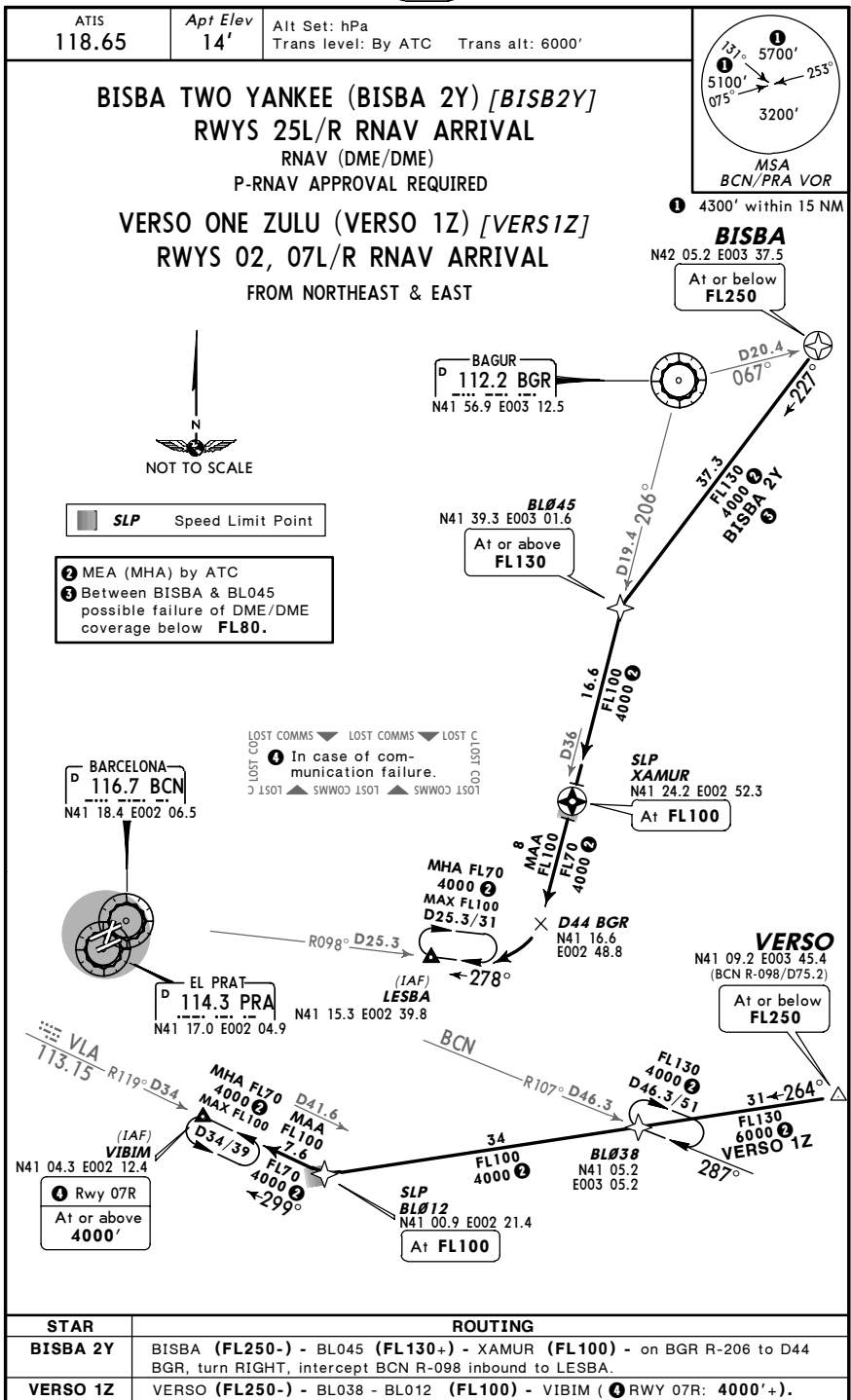


LEBL/BCN
BARCELONA

JEPPESEN
16 NOV 07 (10-2) Eff 22 Nov

BARCELONA, SPAIN

RNAV STAR




BARCELONA, SPAIN
RNAV STAR

BARCELONA, SPAIN
RNAV STAR

MSA
BCN/PRA VOR

4300' within 15 N

MARTA ONE ZULU (MARTA 1Z) [MART1Z]
RWYS 02, 07L/R RNAV ARRIVAL
FROM SOUTH

 **SLP** Speed Limit Point

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9


BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

REUS
^D 114.2 RES
 N41 09.0 E001 10.3

② MEA (MHA) by ATC

3 In case of communication failure.

(IAF)
RULOS
N41 10.6 E002 16.9
Between
E1100 & E170

3 Rwy 25L At or above 4000'	
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MHA F 4000
MAX FL 10
D37.5/43

(IAF)
RUBOT
N40 58.4
E001 42.4

SLP
RAVAX
N40 55.2 E002 05.3

NEPAL
N40 41.6 E001 55.5
At or below
FL150



NOT TO SCALE

MARTA
N40 21.3 E001 16.8
(BCN R-215/D68.4)

MARTA 4Y
At or below FL240

MARTA 1Z
At or below
FL200

FL 1
4000


PAPOS
N40 37.3 E001 26.9

FL130
4000 ②
MARTA 4Y

STAR	ROUTING
MARTA 4Y	MARTA (FL240-) - NEPAL (FL150-) - RAVAX (FL100) - RULOS (FL100-; FL70+; K250-).
MARTA 1Z	MARTA (FL200-) - PAPOS - BL028 (FL100) - RUBOT.

CHANGES: Crossings, MHAs & MEAs revised; MAAs established. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.


CASPE TWO YANKEE (CASPE 2Y) [CASPE2Y]
MATEX ONE YANKEE (MATEX 1Y) [MATEX1Y]
RWYS 25L/R RNAV ARRIVALS
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
FROM SOUTHWEST



(IAF)
RULOS
N41 10.6 E002 16.9.
Between
FL100 & FL70
MAX **250 KT**

3 Rwy 25L
At or above 4000'

BARCELONA -
D 116.7 BC
--- -- -- -- --
441 18.4 E002



VILLAFRANCA
D 113.15 VLA
... ..
N41 20.6 E001 32.9

SLP Speed Limit Point

3 In case of communication failure.

109°

REUS
D 114.2 RES
...: ...
N41 09.0 E001 10.3

At or above
FL130

Between CASPE & RES possible failure of DME/DME coverage

TUNDI
N40 49.1 E001 34.2
At or above
FL130

MATEX
N40 33.4 E000 15.9

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JEPPESEN

BARCELONA, SPAIN

16 NOV 07 (10-2G)

Eff 22 Nov

STAR

① 4300' within 15 NM

SLP Speed Limit Point

2 MEA (MHA) by ATC

BISBA
N42 05.2 E003 37.5
At or below
FL250

BAGUR
D 112.2 BGR
.... ..
N41 56.9 E003 12.5

SLP
D10 CLE
At FL100

(IAF)
CALELLA
D 115.35 CLE
N41 38.4 E002 38.1

BARCELONA
D 116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

NOT TO SCALE

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BARCELONA, SPAIN

16 NOV 07 (10-2H)

Eff 22 Nov

STAR

1 4300' within 15 NM

**HOLDING OVER
OSTUR**

VERSO
141 09 2 E003 45.4

OSTUR
N40 46.9 E002 53.6

8° D52

28
FL100
O-500

1

1

1

1

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STAR

① 4300' within 15 NM

SLP Speed Limit Point

2 MEA (MHA) by ATC



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STAR

MSA
BCN/PRA VOR

① 4300' within 15 NM

BARCELONA
116.7 BCN
N41 18.4 E002 06.5

EL PRAT
D 114.3 PRA
N41 17.0 E002 04.9

MA
MA
—108
SLP

(IAF)
VILAFRANCA
D 113.15 VLA
... ..
N41 20.6 E001 32.9

REUS
D 114.2 RES
N41 09.0 E001 10.3

MHA FL70
4000 ②
4X FL100
7.5 / 43
D37.
(IAF)
RUBOT
N40 58.4 E001 42.4

N40 50.7 E001 40.6

NEPAL
N40 41.6 E001 55.5

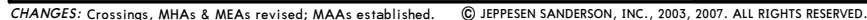
SLP Speed Limit Point

2 MEA (MHA) by ATC

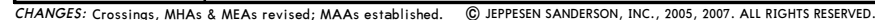


CHANGES: Crossings, MHAs & MEAs revised; MAAs established. © JEPPESEN SANDERSON, INC., 2003, 2007. ALL RIGHTS RESERVED.

STAR



STAR

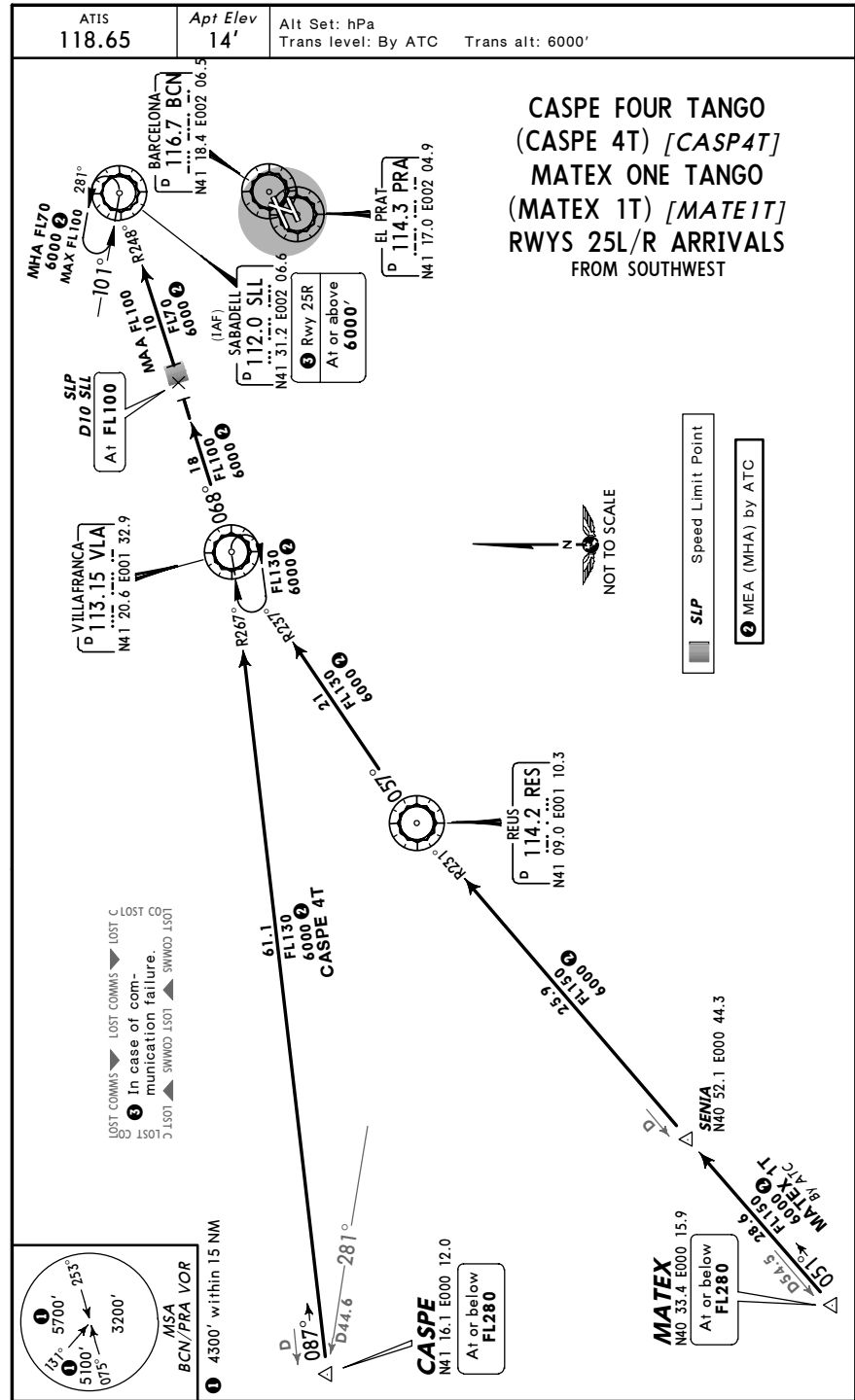


LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

16 NOV 07 (10-2N) Eff 22 Nov

STAR

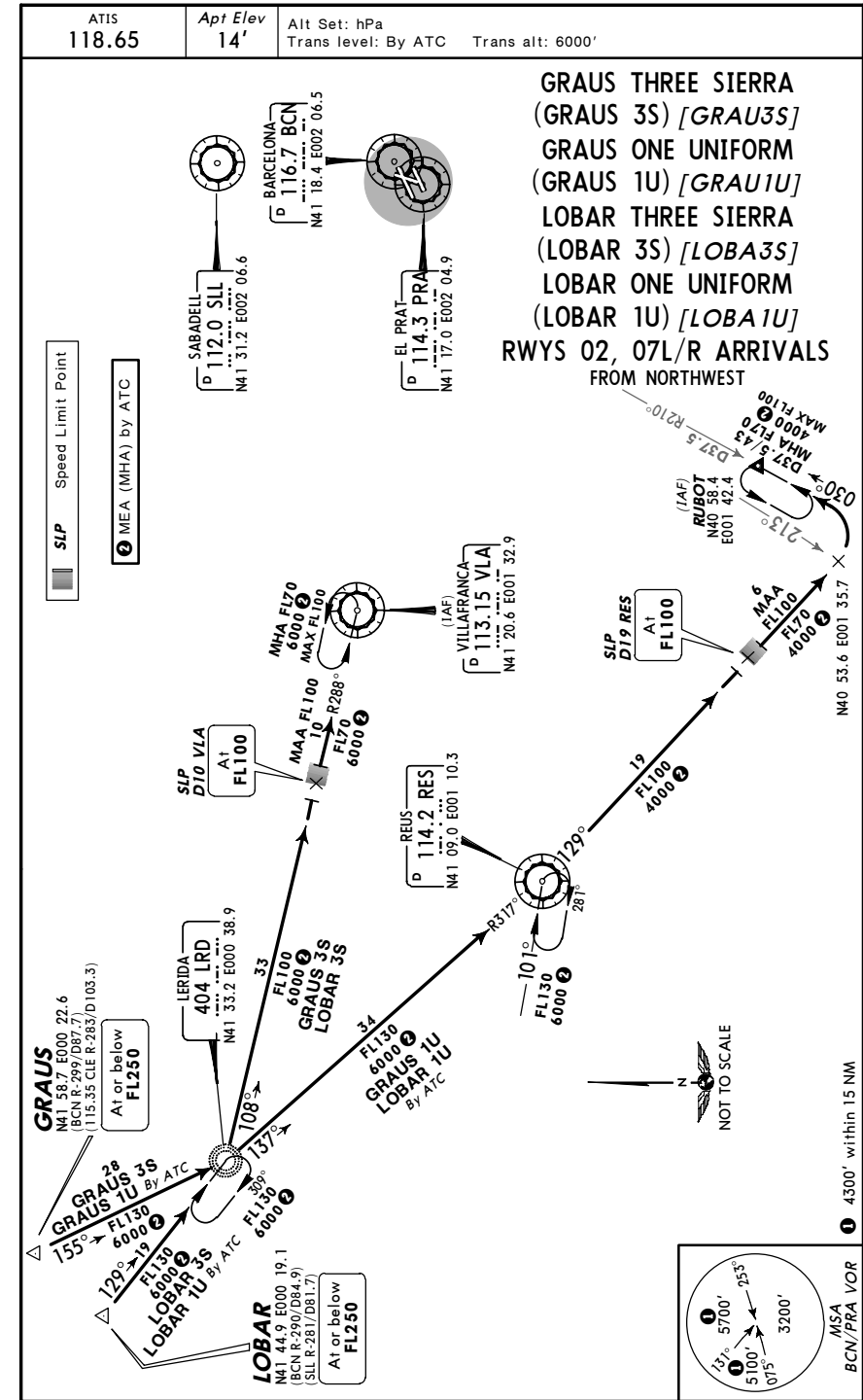


LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

16 NOV 07 (10-2P) Eff 22 Nov

STAR



BARCELONA, SPAIN

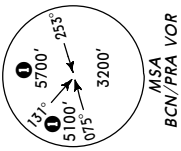
16 NOV 07 (10-2Q)

Eff 22 Nov

STAR

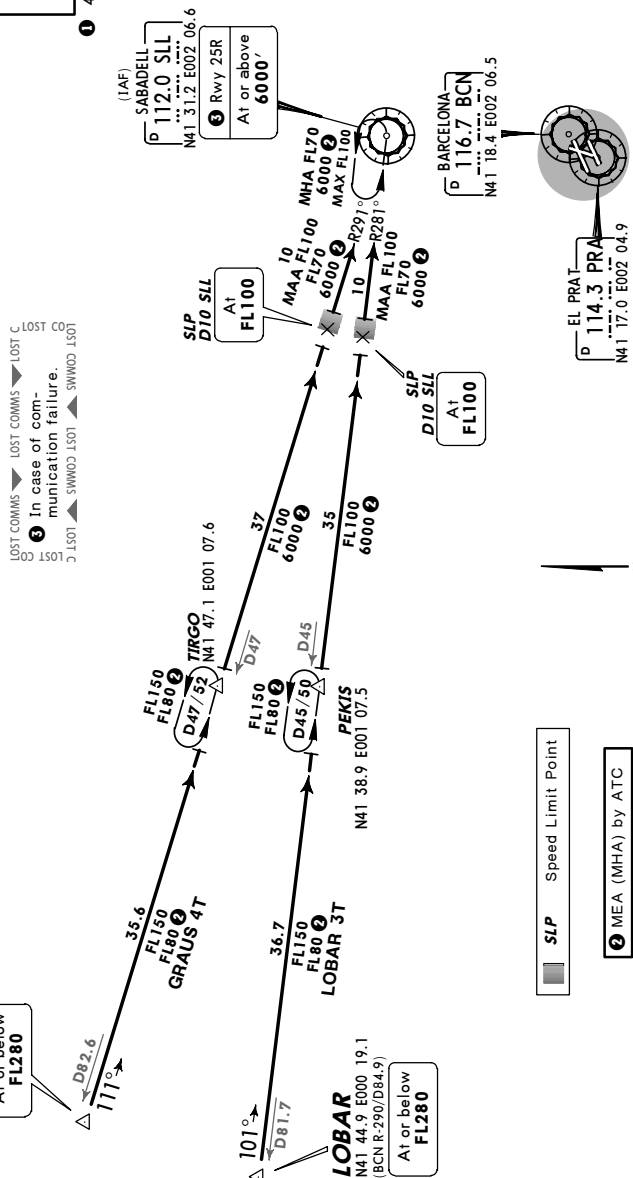
Apt Elev
14'

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



1 **BCN/PRA VOR** ^{MSA}
4300' within 15 NM

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



NOT TO SCALE

SLP Speed Limit Point

2 MEA (MHA) by ATC

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BARCELONA, SPAIN

22 JUN 07 (10-3)

Eff 5 Jul

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

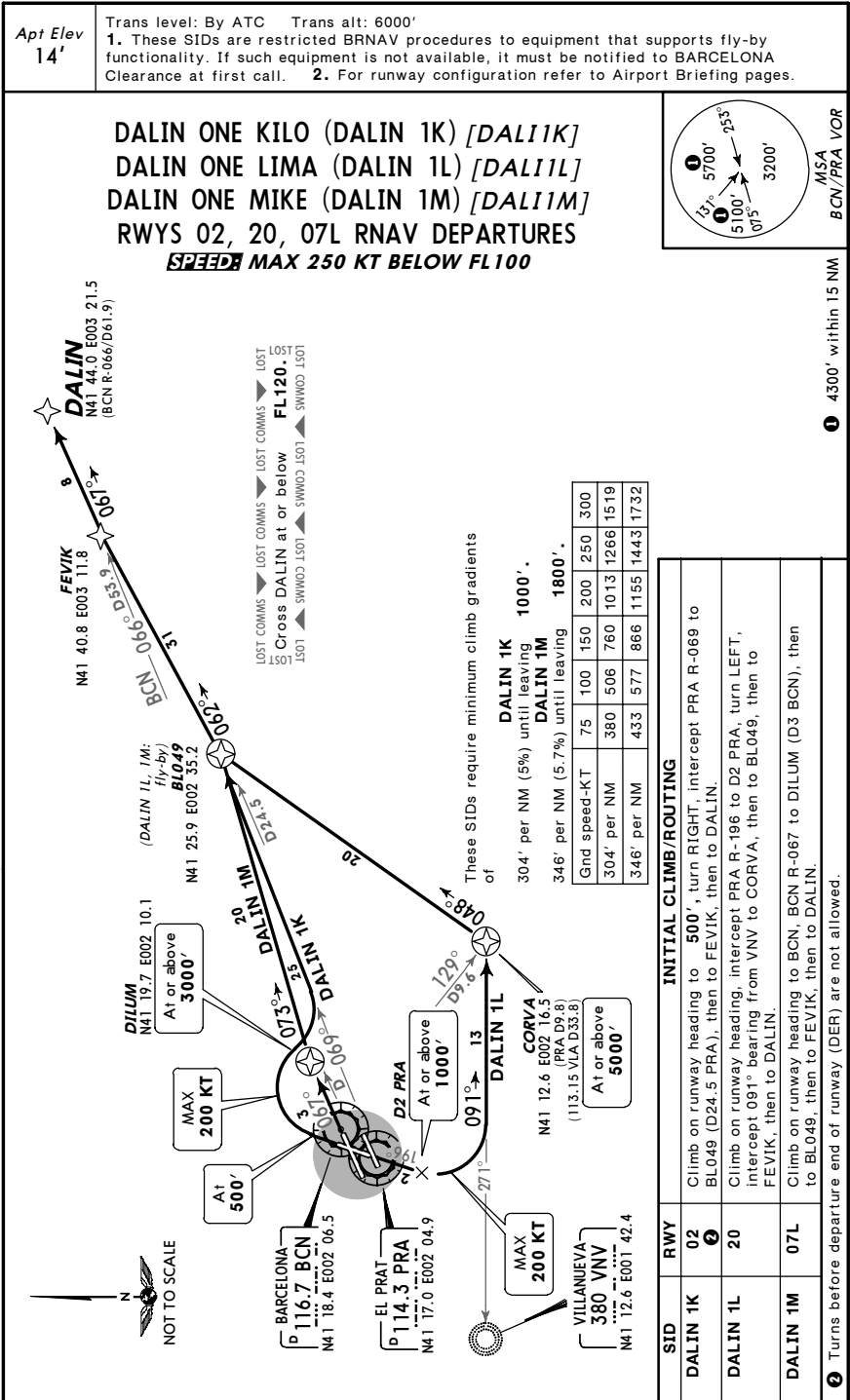
CHANGES: None.

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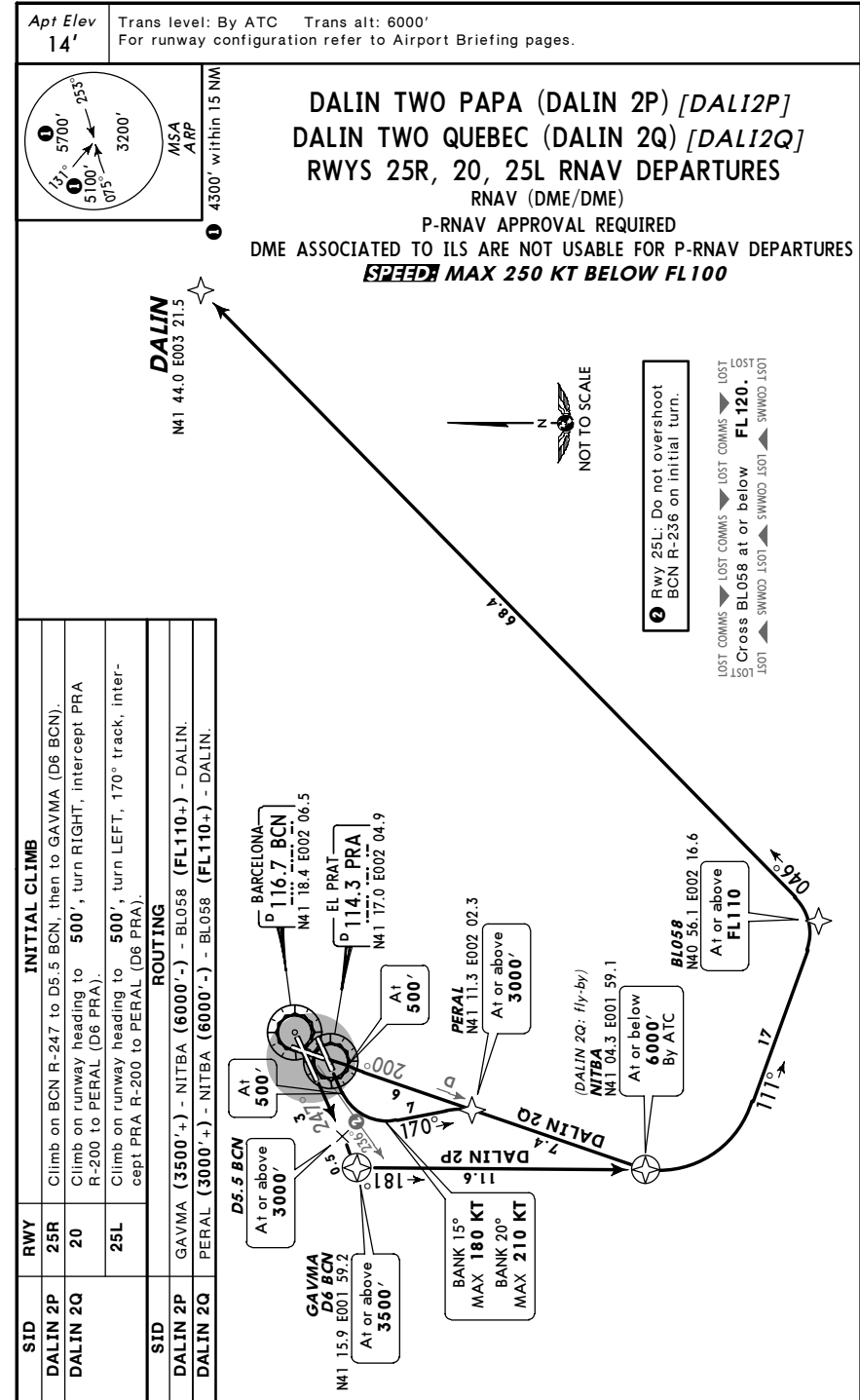
CHANGES: SIDS LOTOS 2D, 2W renumbered 3D, 3W.

CHANGES: Airport name.

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



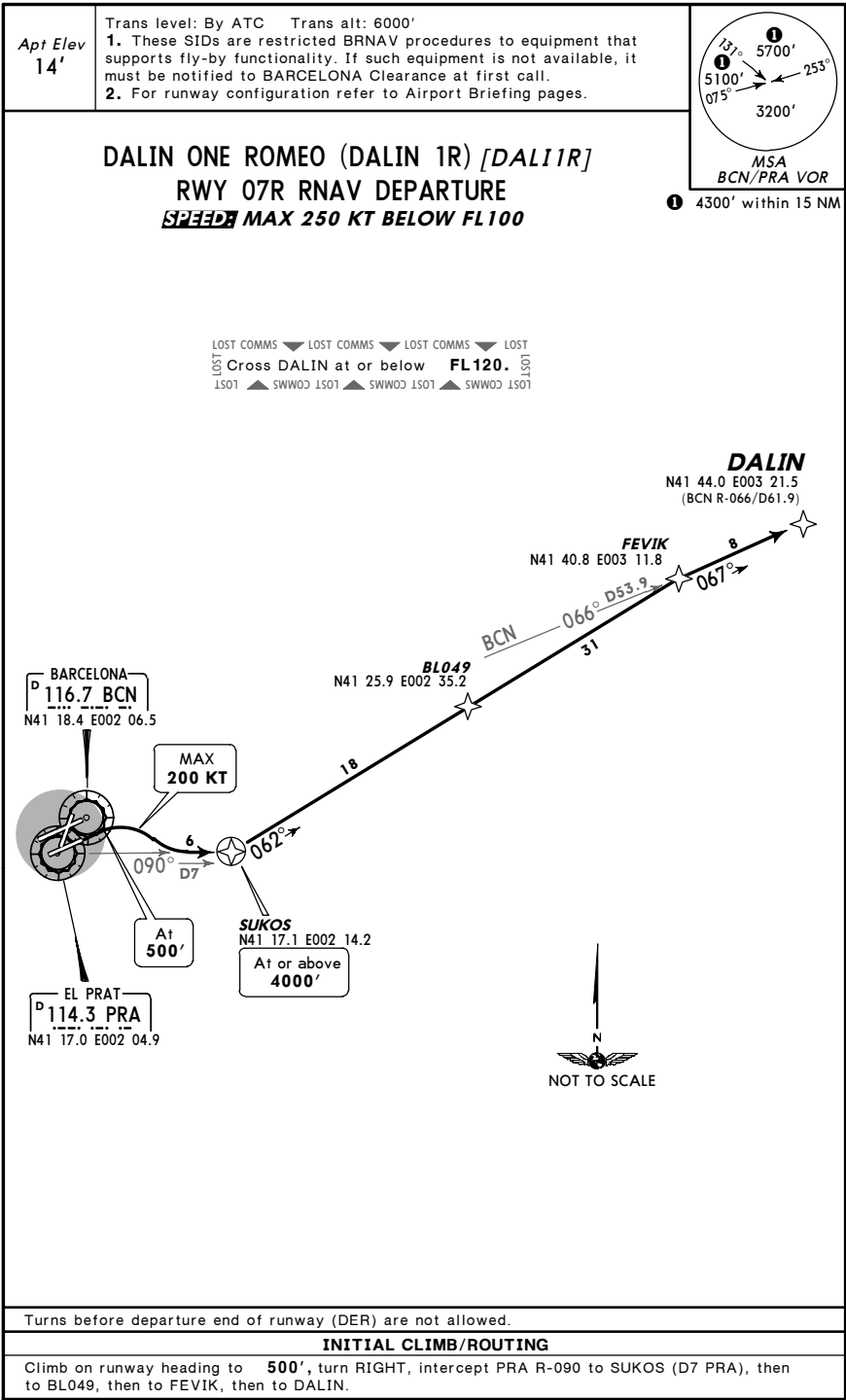
LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3F) Eff 26 Oct RNAV SID



LEBL/BCN
BARCELONA

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

BARCELONA, SPAIN
RNAV SID



LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

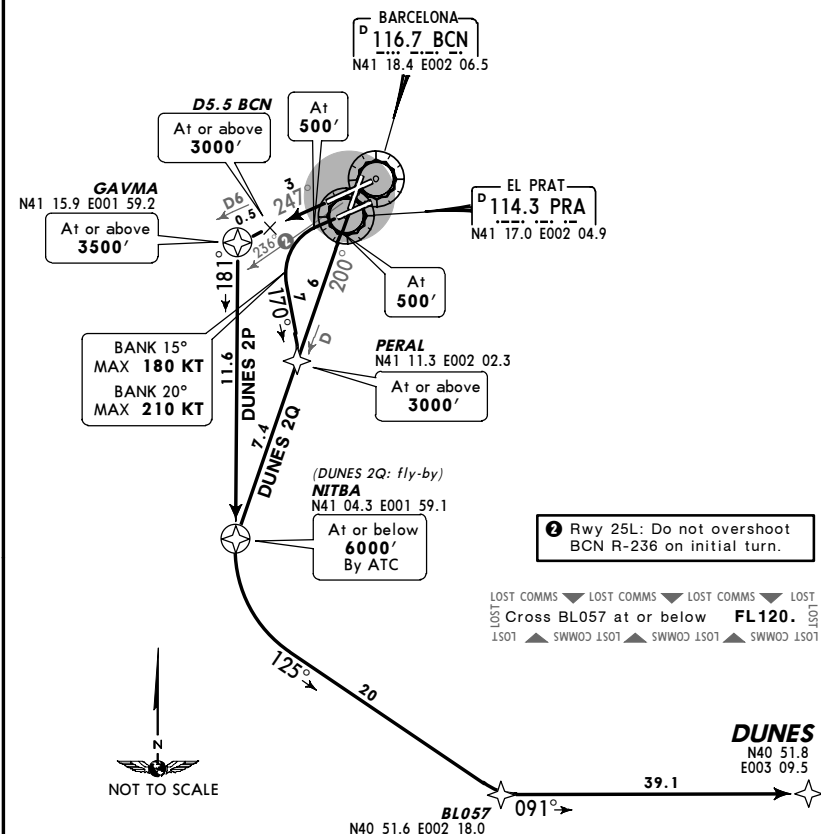
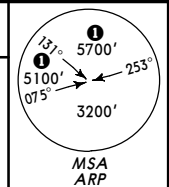
13 OCT 06 (10-3J) Eff 26 Oct RNAV SID

Apt Elev 14'

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

1 4300' within 15 NM



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 (3500'+) - NITBA (6000'-) - BL057 - DUNES.	
DUNES 2Q	PERAL (3000'+) - NITBA (6000'-) - BL057 - DUNES.	

LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

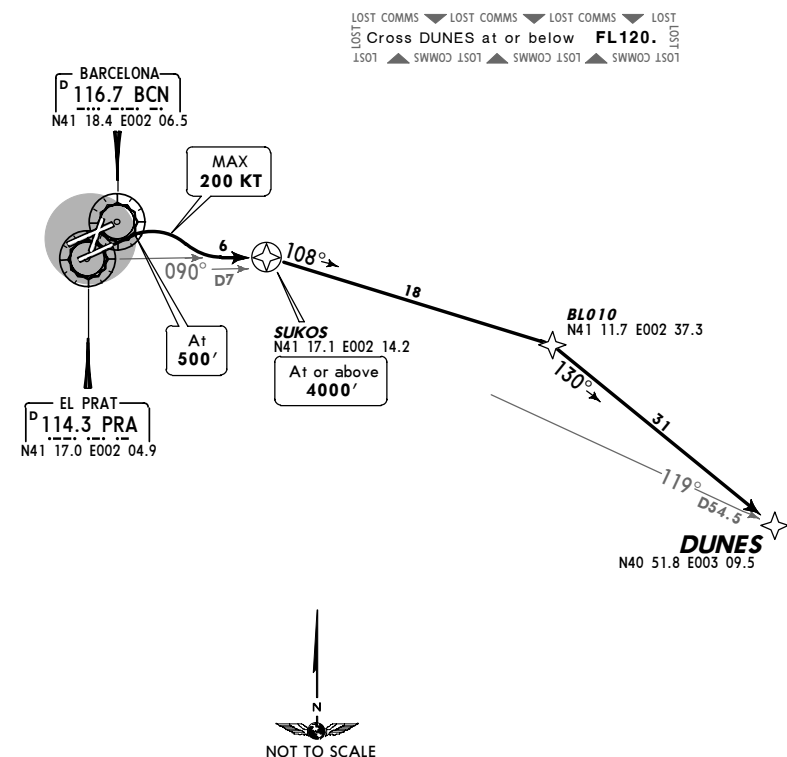
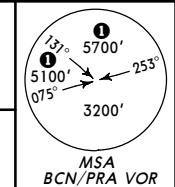
13 OCT 06 (10-3J1) Eff 26 Oct RNAV SID

Apt Elev 14'

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

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

1 4300' within 15 NM



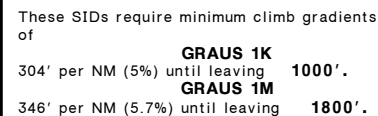
Turns before departure end of runway (DER) are not allowed.	
INITIAL CLIMB/ROUTING	
Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL010, then to DUNES.	

BARCELONA, SPAIN
RNAV SID

Diagram of a VOR station circle with bearings and distances:

- Top: 137° to 5700'
- Right: 253° to 3200'
- Bottom: 075° to 5100'
- Center: 3200'
- Station: MSA BCN/PRA VOR

① 4300' within 15 NM



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

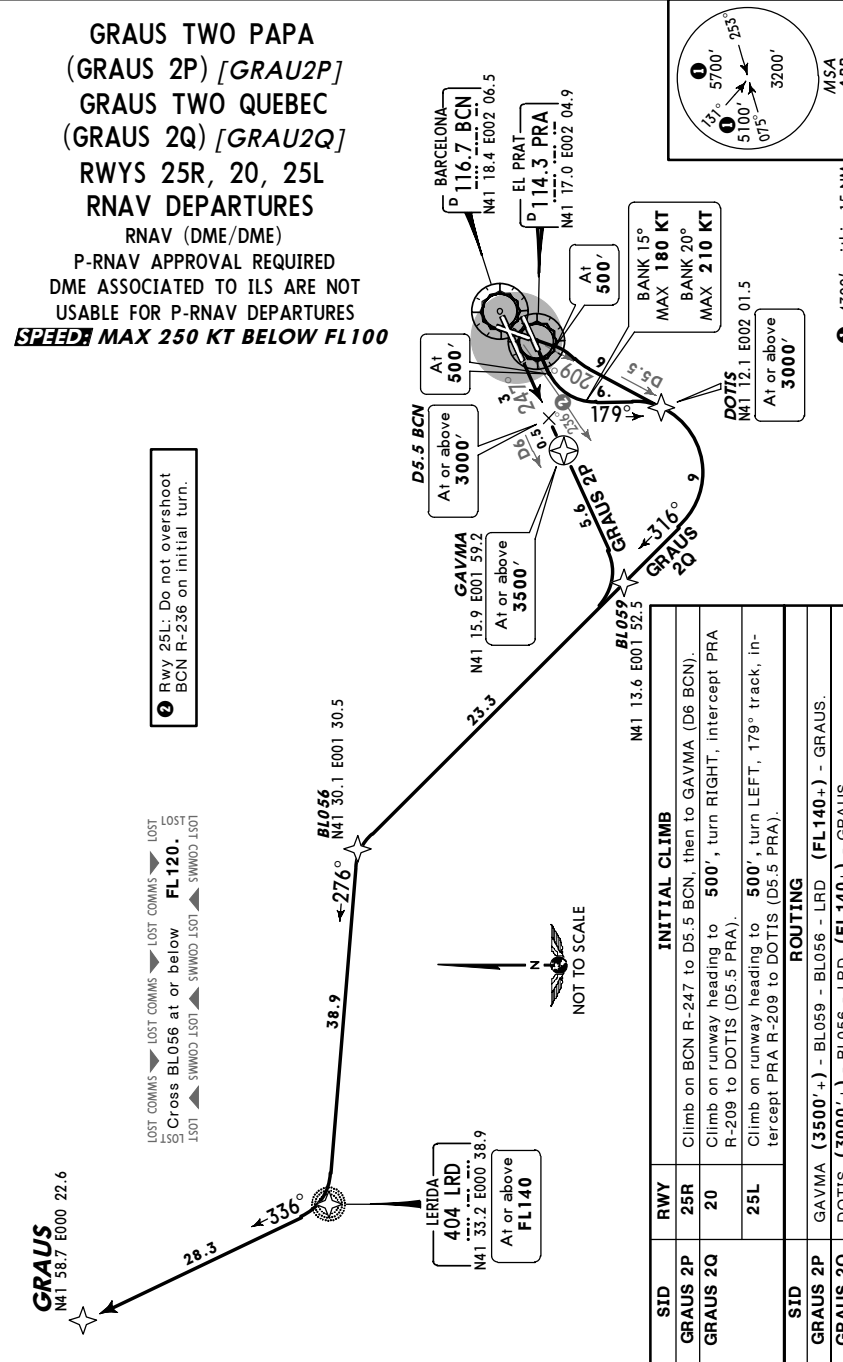
② Turns before departure end of runway (DER) are not allowed.

CHANGES: Airport name.

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BARCELONA, SPAIN
RNAV SID

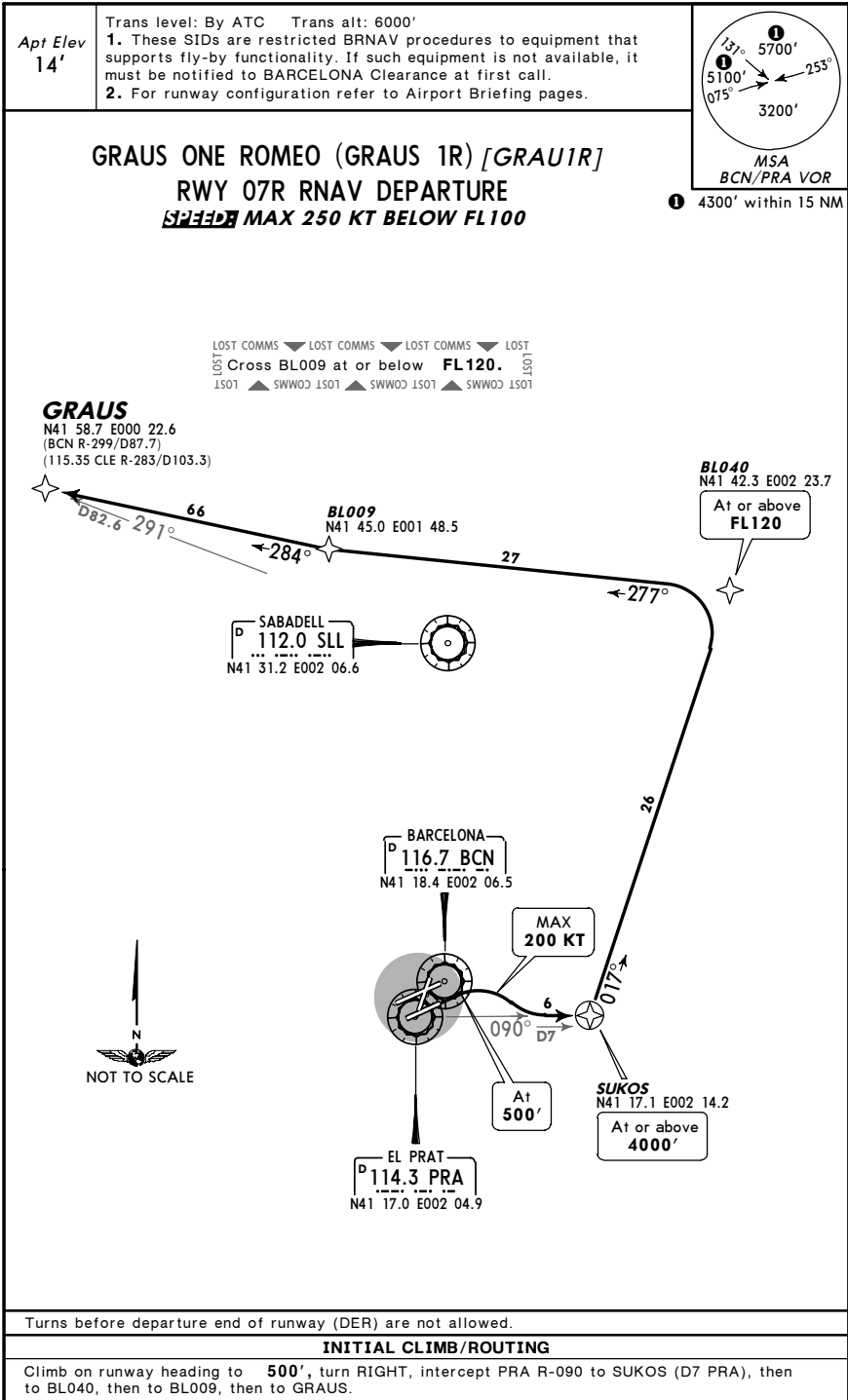
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



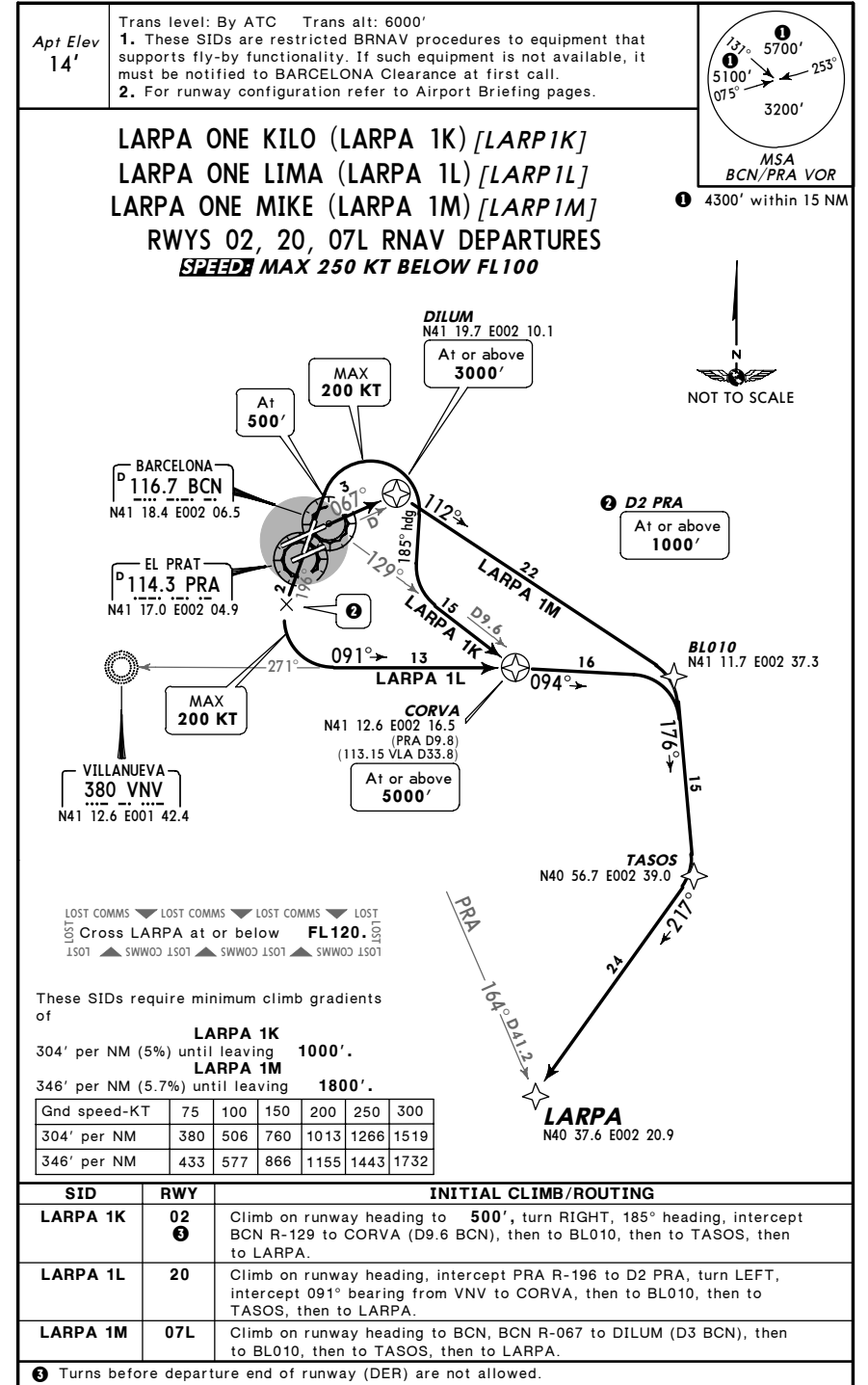
CHANGES: RNAV SIDs renumbered & revised; airport name.

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

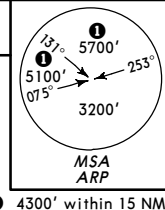


LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3J5) Eff 26 Oct RNAV SID



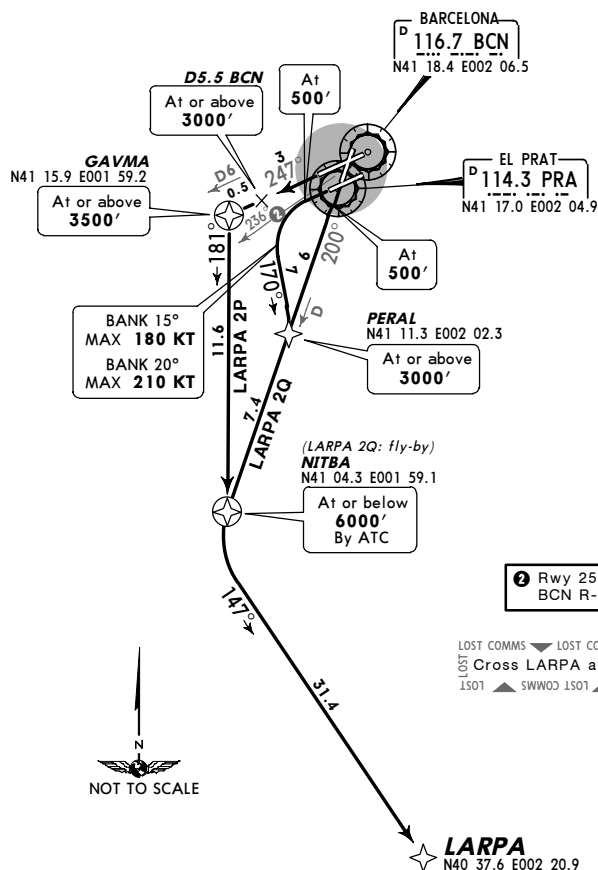
LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3J6) Eff 26 Oct RNAV SID

Apt Elev 14'
Trans level: By ATC Trans alt: 6000'
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
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



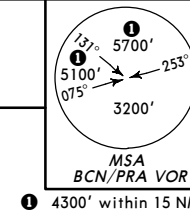
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross LARPA at or below **FL120**.
LOST 1501 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

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 (3500'+) - NITBA (6000'-) - LARPA.	
LARPA 2Q	PERAL (3000'+) - NITBA (6000'-) - LARPA.	

CHANGES: RNAV SIDs renumbered & revised; airport name. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

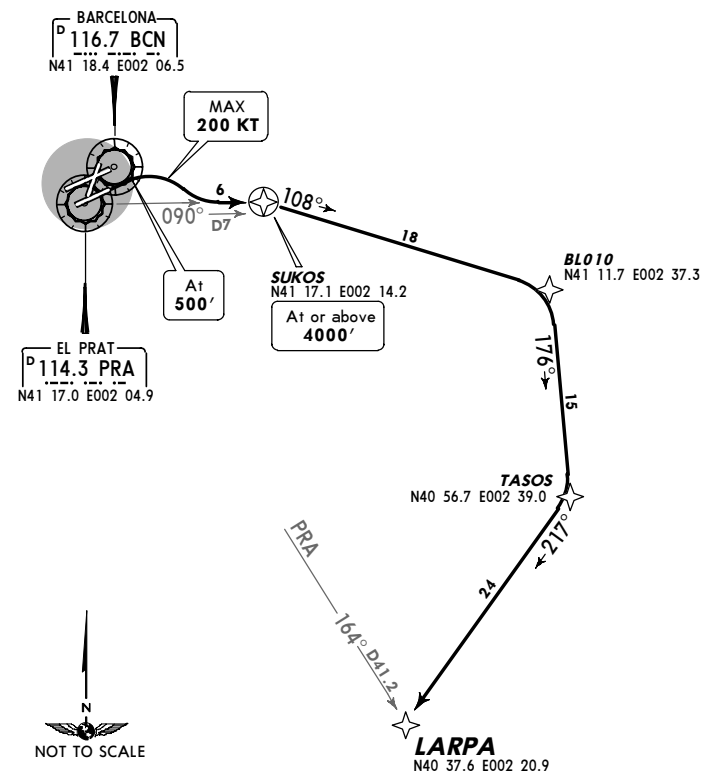
LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3J7) Eff 26 Oct RNAV SID

Apt Elev 14'
Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



LARPA ONE ROMEO (LARPA 1R) [LARP1R]
RWY 07R RNAV DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100

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



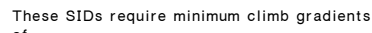
Turns before departure end of runway (DER) are not allowed.

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.

CHANGES: Airport name. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

BARCELONA, SPAIN
RNAV SID

① 4300' within 15 NM



304' per NM (5%) until leaving	1000'	Gnd speed-KT	75	100	150	200	250	300
346' per NM (5.7%) until leaving	1800'	304' per NM	380	506	760	1013	1266	1519
		346' per NM	433	577	866	1155	1443	1732

SID	RWY	INITIAL CLIMB/ROUTING
LOBAR 1K	02 9	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to 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 BL053, then to LOBAR.
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.

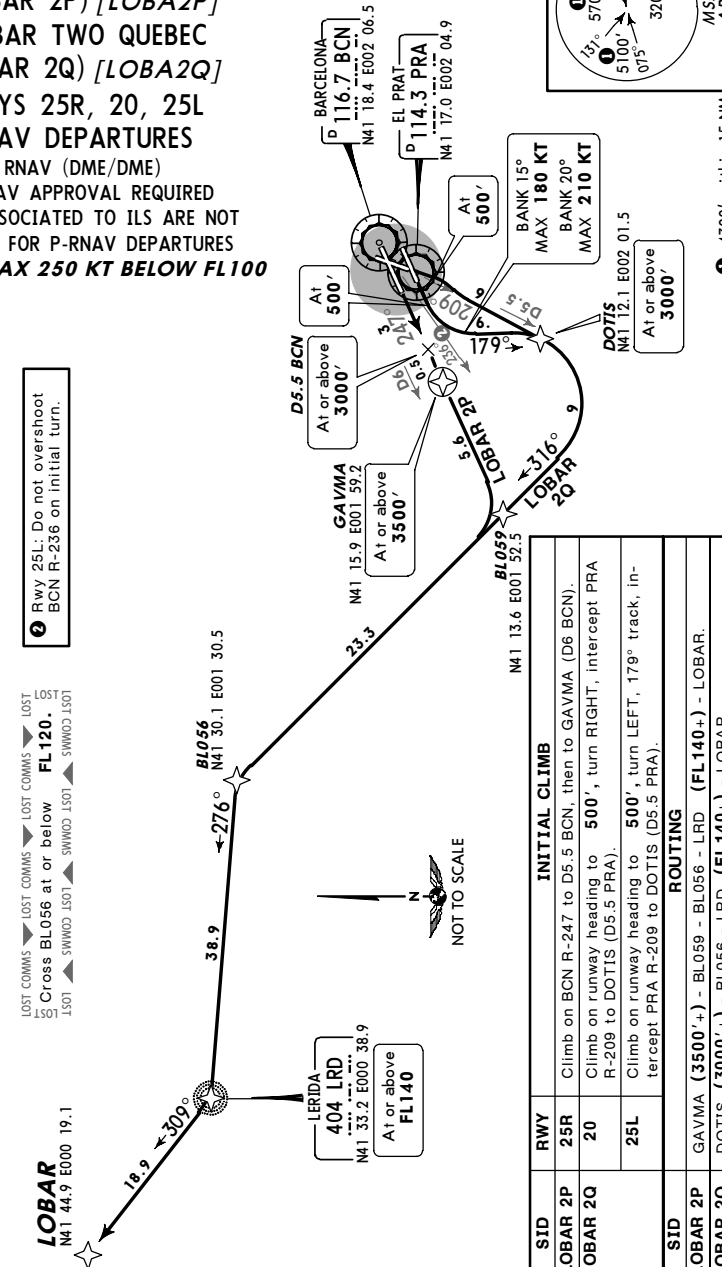
② Turns before departure end of runway (DER) are not allowed.

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BARCELONA, SPAIN
RNAV SID

A circular diagram with a center point. Two lines extend from the center to the circumference, forming an angle of 131° . The distance from the center to the circumference along one line is labeled $5700'$. The distance from the center to the circumference along the other line is labeled $3200'$. The angle between these two lines is labeled 253° . There are two small circles with the number '1' inside, one near each line. The text 'MSA' is written vertically to the right of the circle.

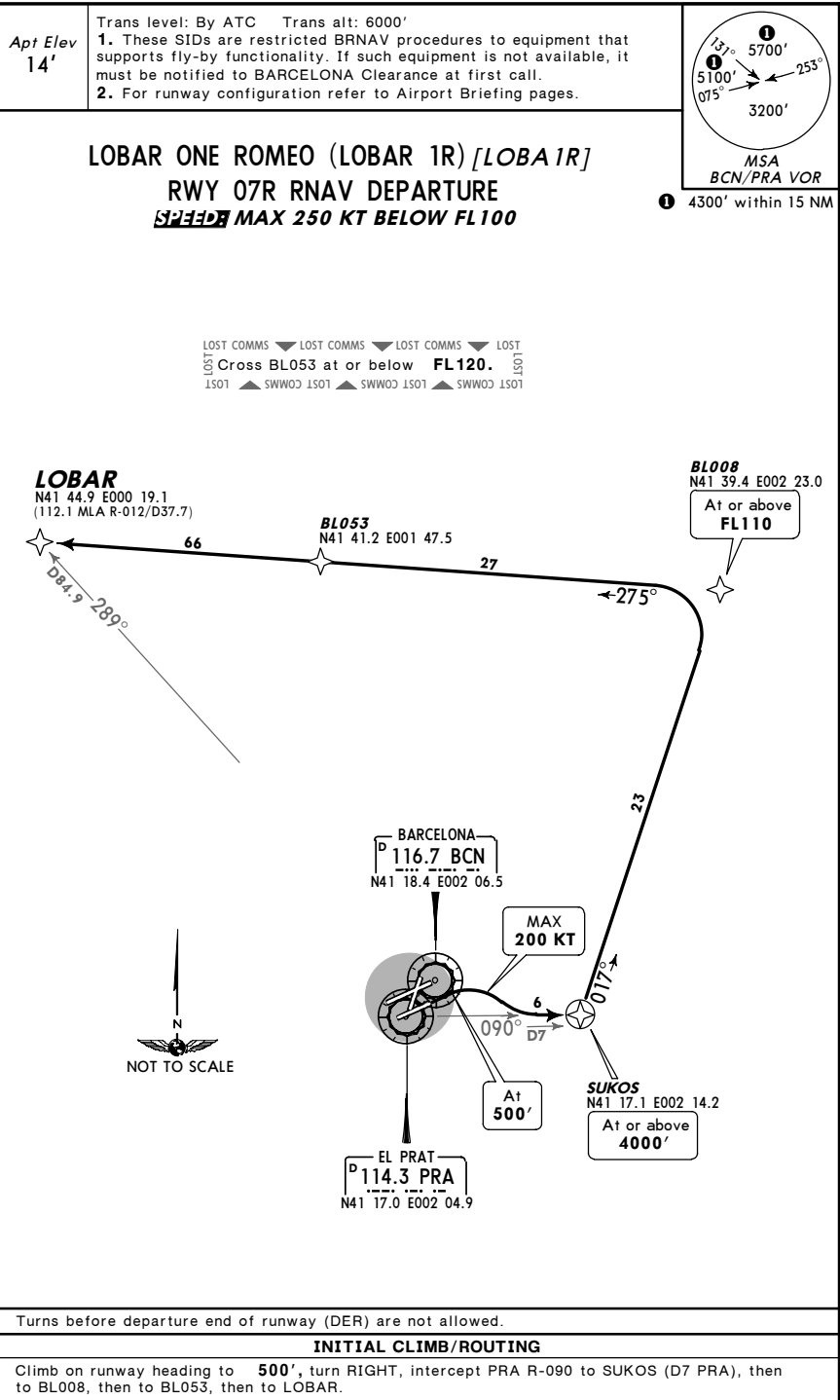
SPEED: MAX 250 KT BELOW FL100



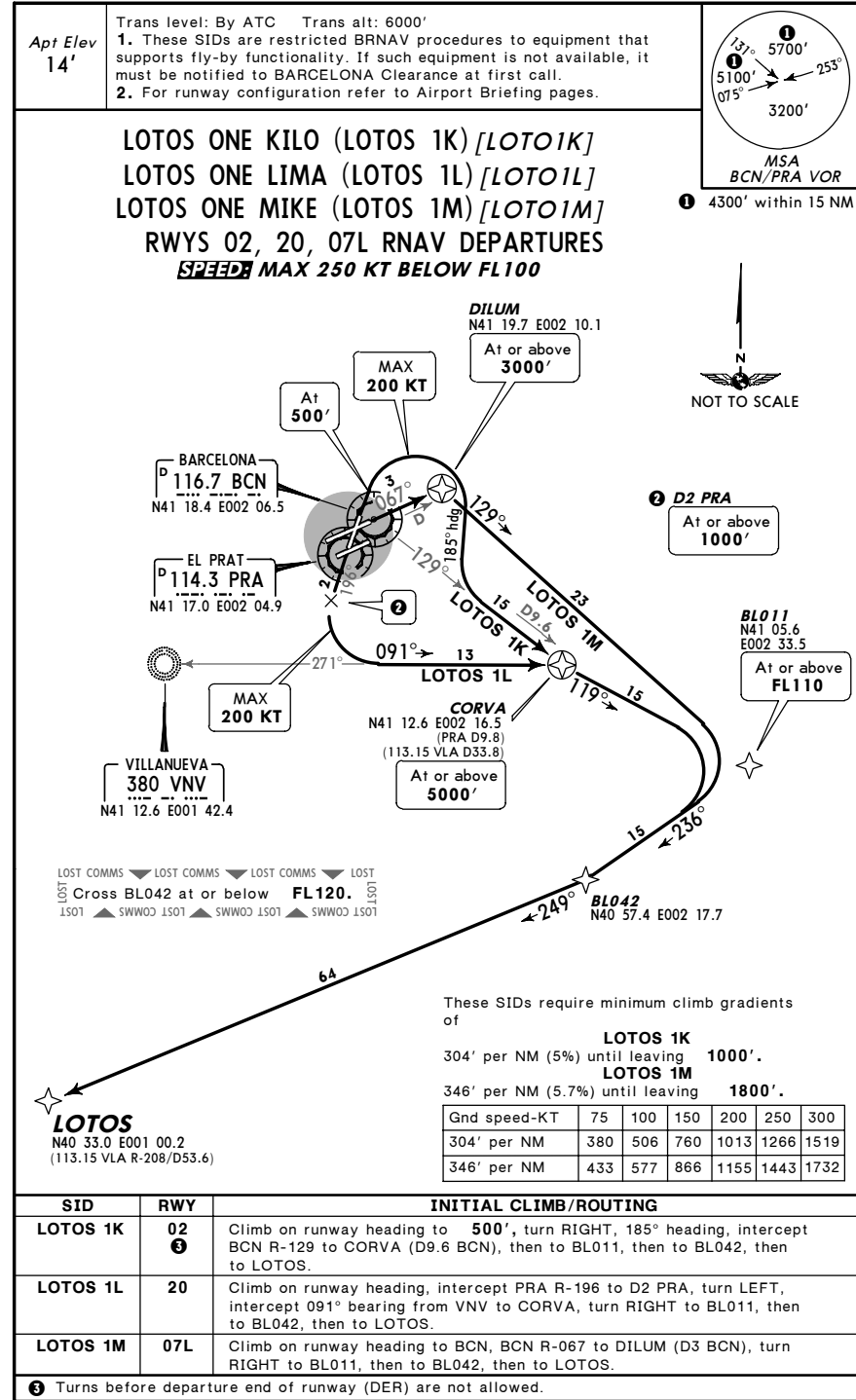
1 4300' within 15 NM

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

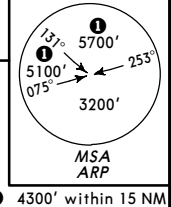


LEBL/BCN BARCELONA
JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3L) Eff 26 Oct RNAV SID

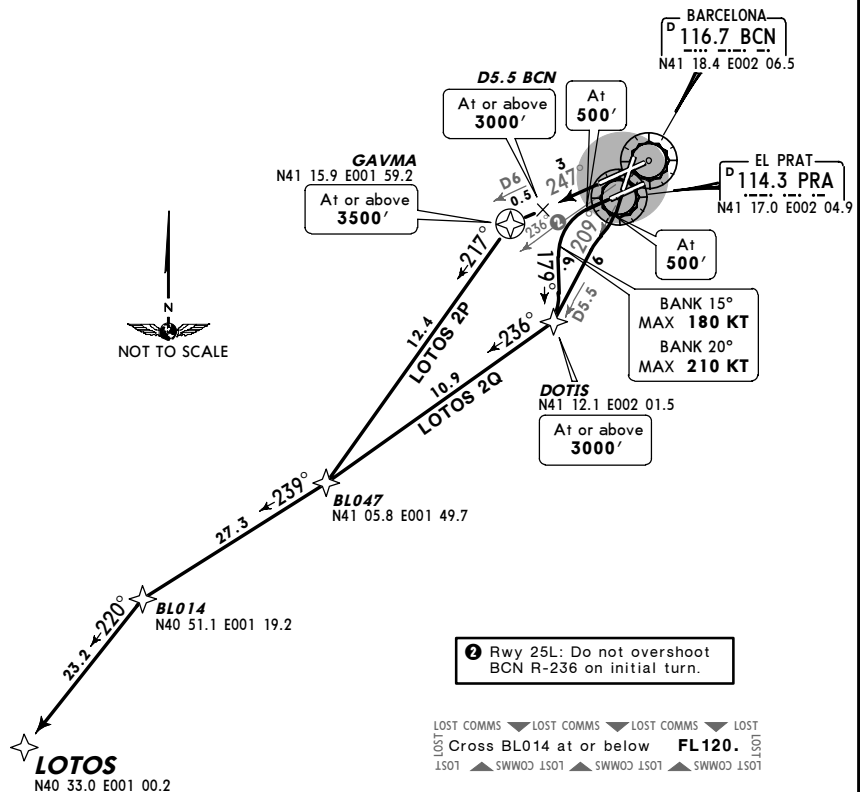


LEBL/BCN BARCELONA
JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3L2) Eff 26 Oct RNAV SID

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



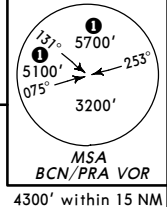
LOTOS TWO PAPA (LOTOS 2P) [LOTO2P]
LOTOS TWO QUEBEC (LOTOS 2Q) [LOTO2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



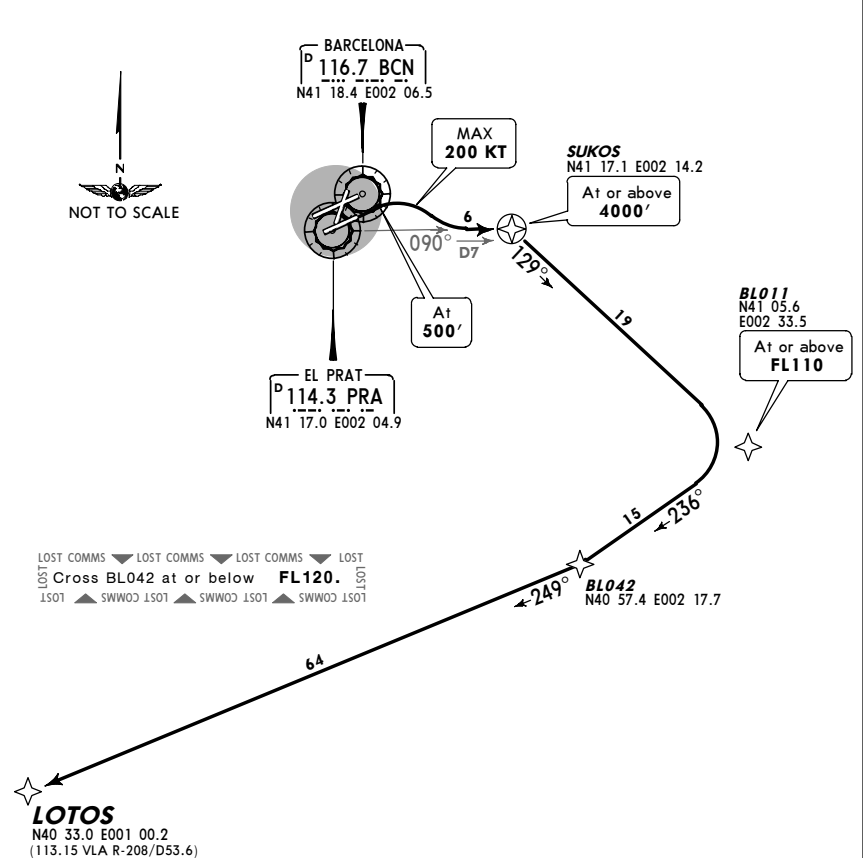
SID	RWY	INITIAL CLIMB
LOTOS 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
LOTOS 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).
SID	ROUTING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

LEBL/BCN BARCELONA
JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3L3) Eff 26 Oct RNAV SID

Apt Elev 14'
Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.

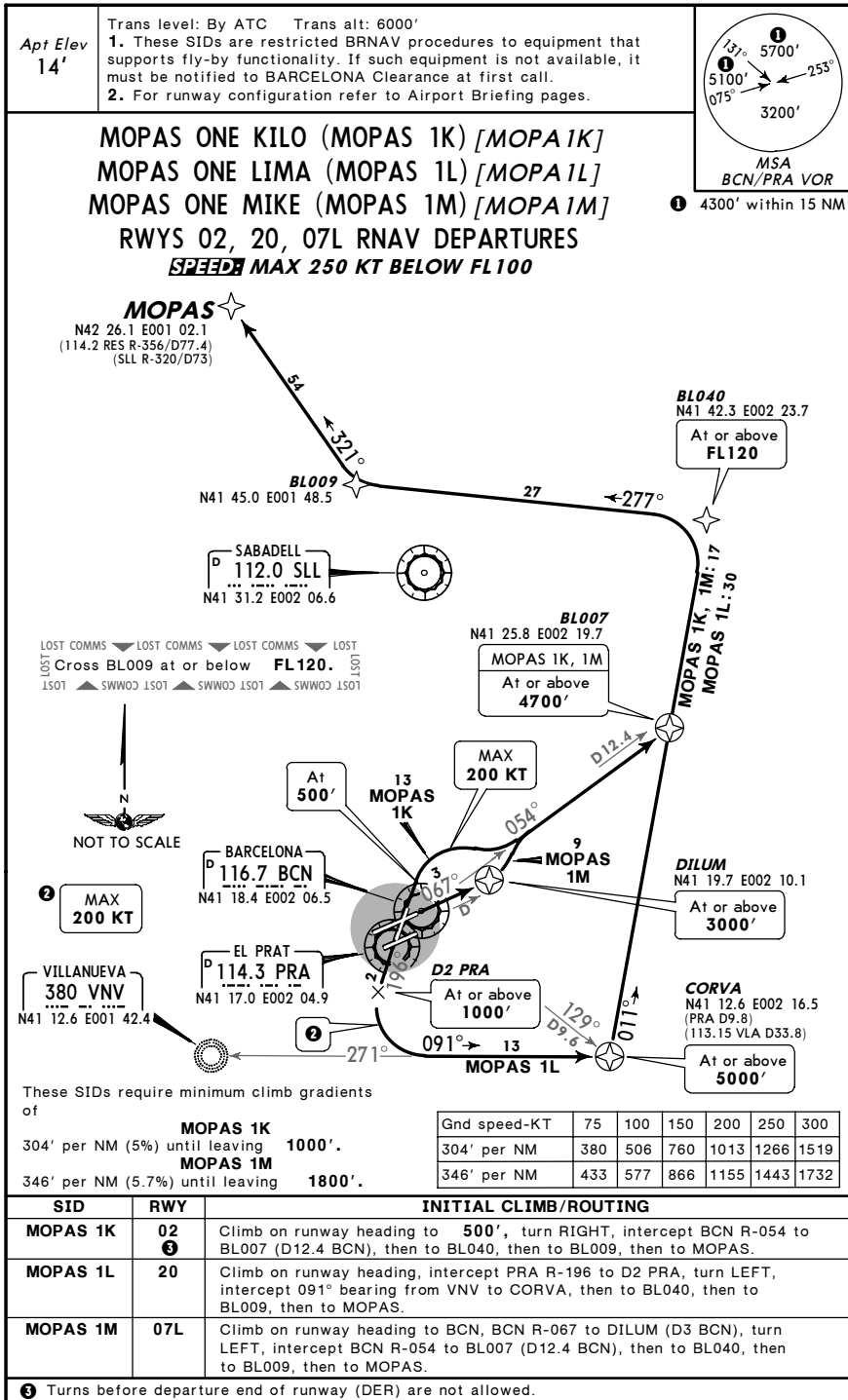


LOTOS ONE ROMEO (LOTOS 1R) [LOTO1R]
RWY 07R RNAV DEPARTURE
~~SPEED~~ MAX 250 KT BELOW FL100

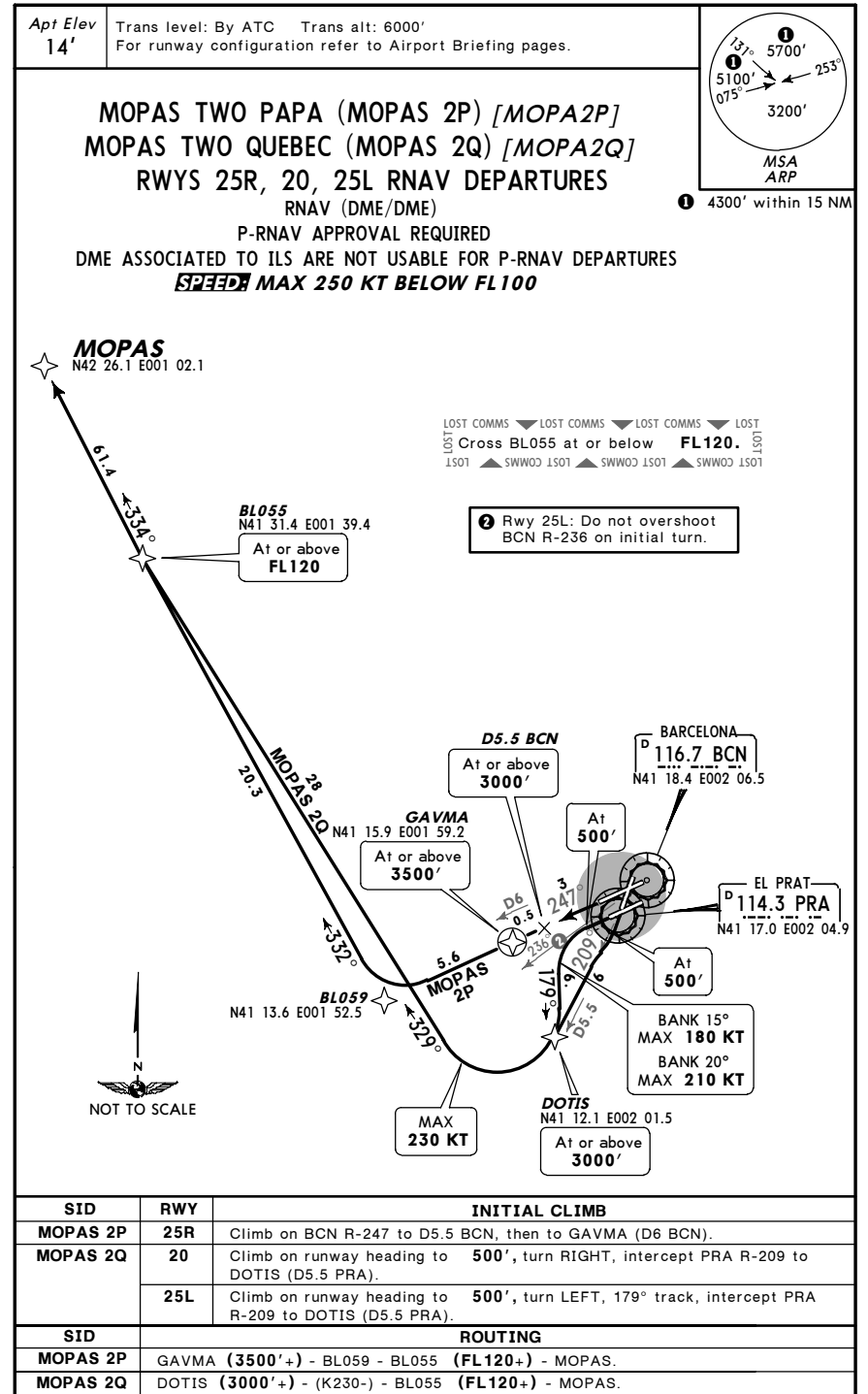


Turns before departure end of runway (DER) are not allowed.	
INITIAL CLIMB/ROUTING	
Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL011, then to LOTOS.	

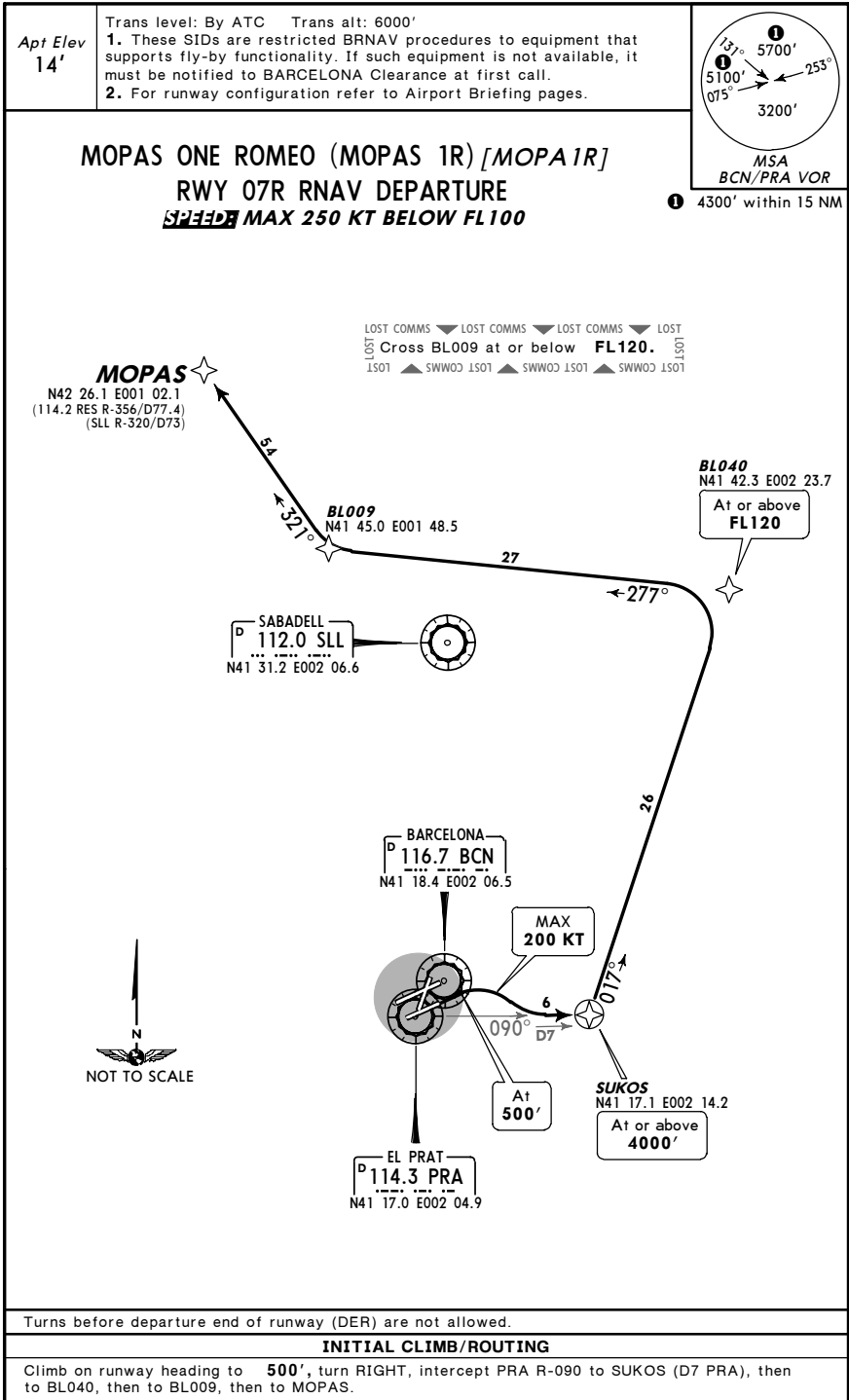
BARCELONA, SPAIN
RNAV SID



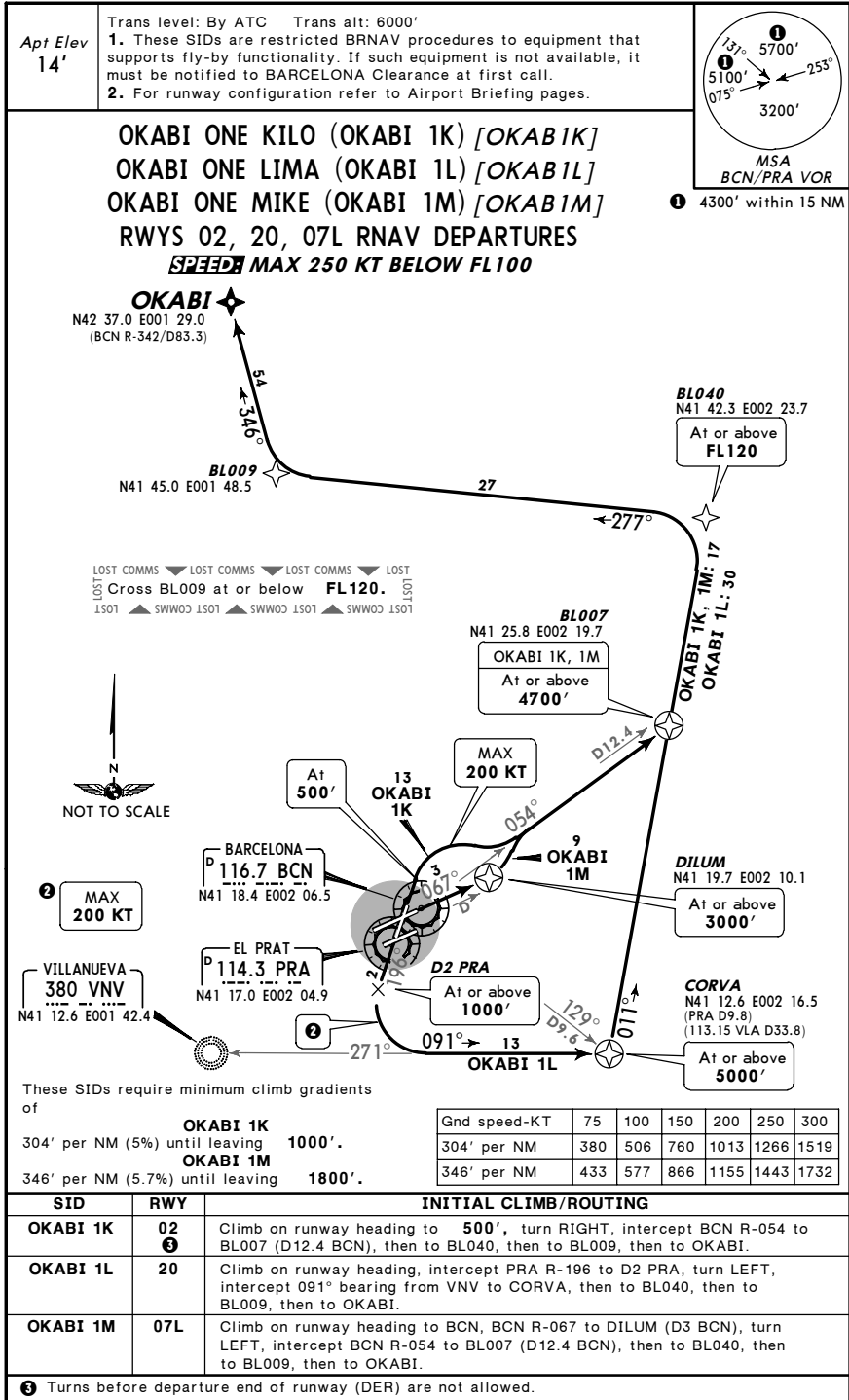
BARCELONA, SPAIN
RNAV SID



LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3L6) Eff 26 Oct RNAV SID

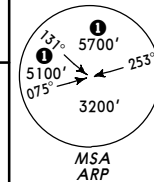


LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3L7) Eff 26 Oct RNAV SID



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

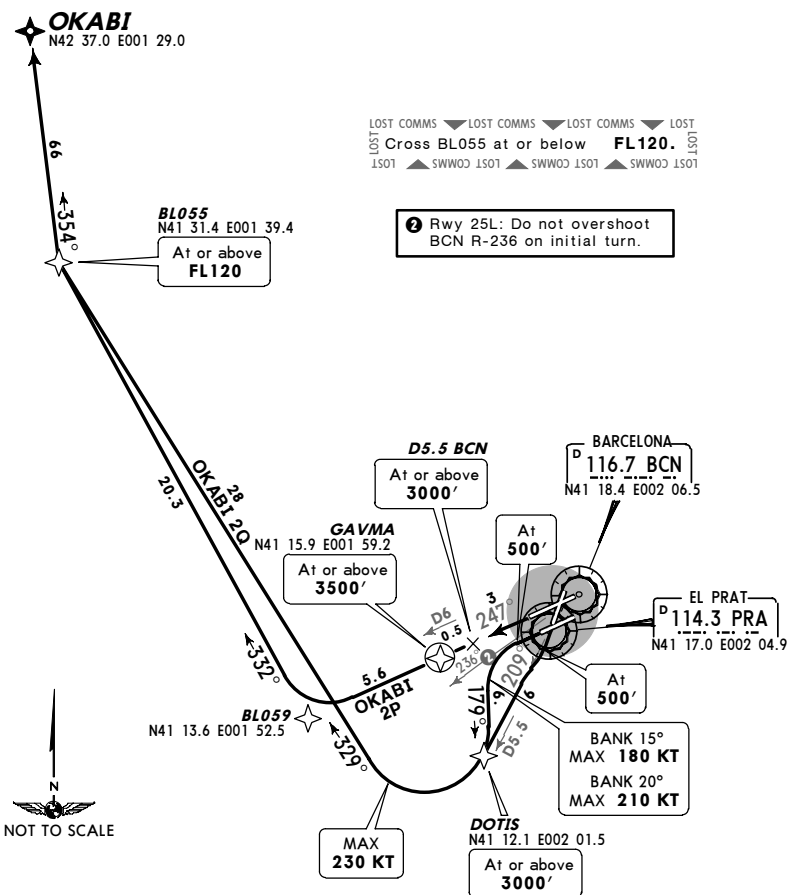
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

P-RNAV APPROVAL REQUIRED

SPEED MAX 250 KT BELOW FL100



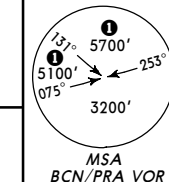
SID	RWY	INITIAL CLIMB
OKABI 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
OKABI 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).
SID	ROUTING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

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

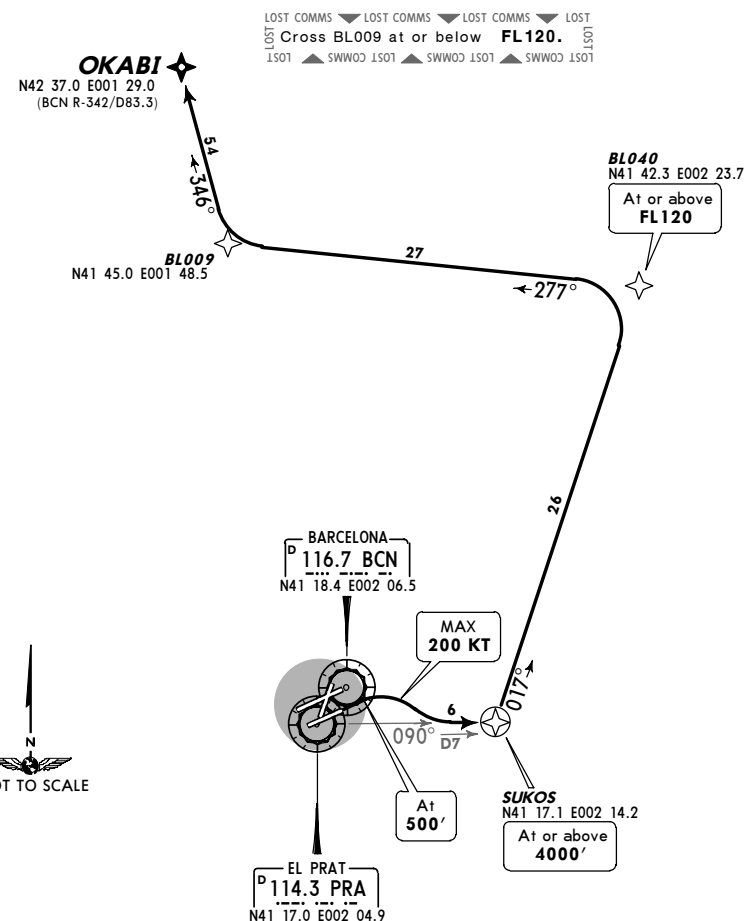
Trans level: By ATC Trans alt: 6000'

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.



① 4300' within 15 NM

OKABI ONE ROMEO (OKABI 1R) [OKAB1R]
RWY 07R RNAV DEPARTURE
SPEED 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 OKABI.

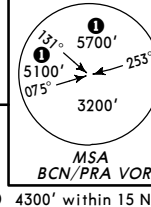
CHANGES: Airport name.

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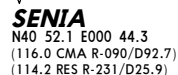
BARCELONA, SPAIN
RNAV SID

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.



SENIA ONE KILO (SENIA 1K) [SEN11K]
SENIA THREE LIMA (SENIA 3L) [SEN13L]
SENIA THREE MIKE (SENIA 3M) [SEN13M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

SENIA 1K
304' per NM (5%) until leaving 1000'.

SENIA 3M
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

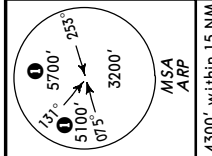
SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1K	02 ⑤	Climb on runway heading to 500' , turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV 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.

⑤ Turns before departure end of runway (DER) are not allowed.

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BARCELONA, SPAIN
RNAV SID

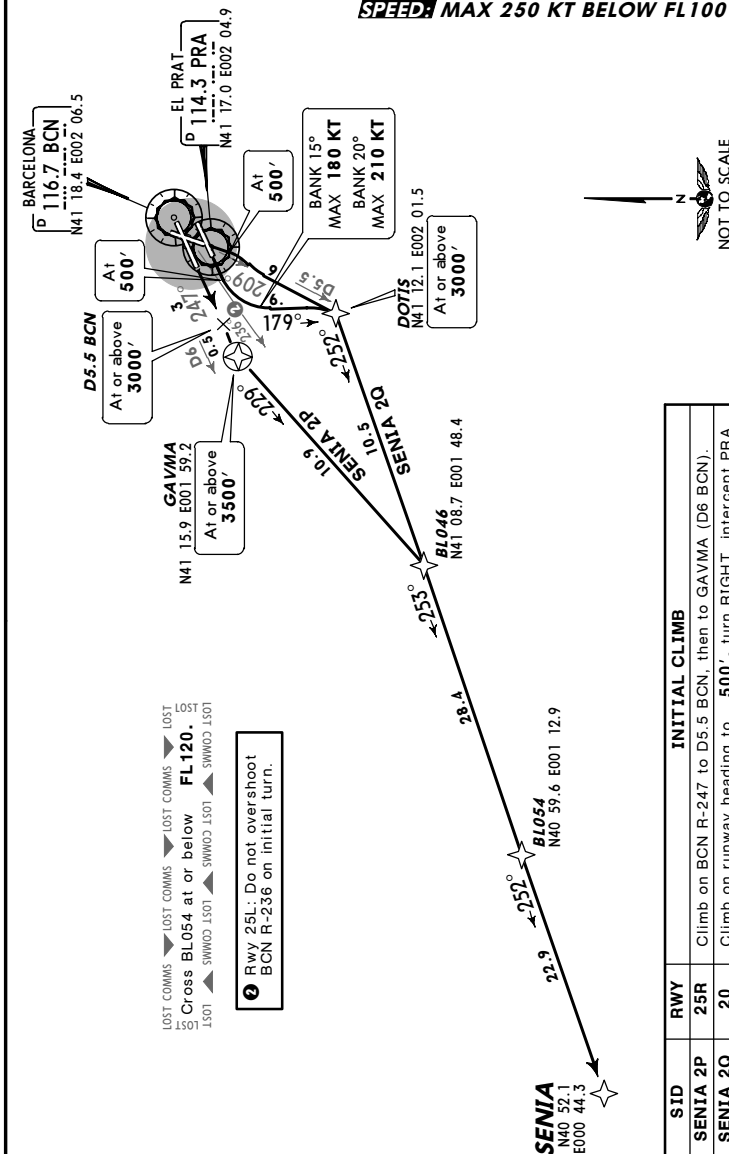
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



SENIA TWO PAPA (SENIA 2P) [SENIA2P]
SENIA TWO QUEBEC (SENIA 2Q) [SENIA2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
RNAV (DME/DME)

P-RNAV APPROVAL REQUIRED

SPEED MAX 250 KT BELOW FL100



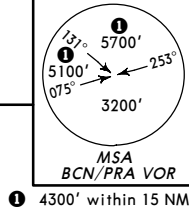
SID	RWY	INITIAL CLIMB
SENIA 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAYMA (D6 BCN).
SENIA 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).
SID	ROUTING	
SENIA 2P	GAYMA (3500' +) - BL046 - BL054 - SENIA.	
SENIA 2Q	DOTIS (3000' +) - BL046 - BL054 - SENIA.	

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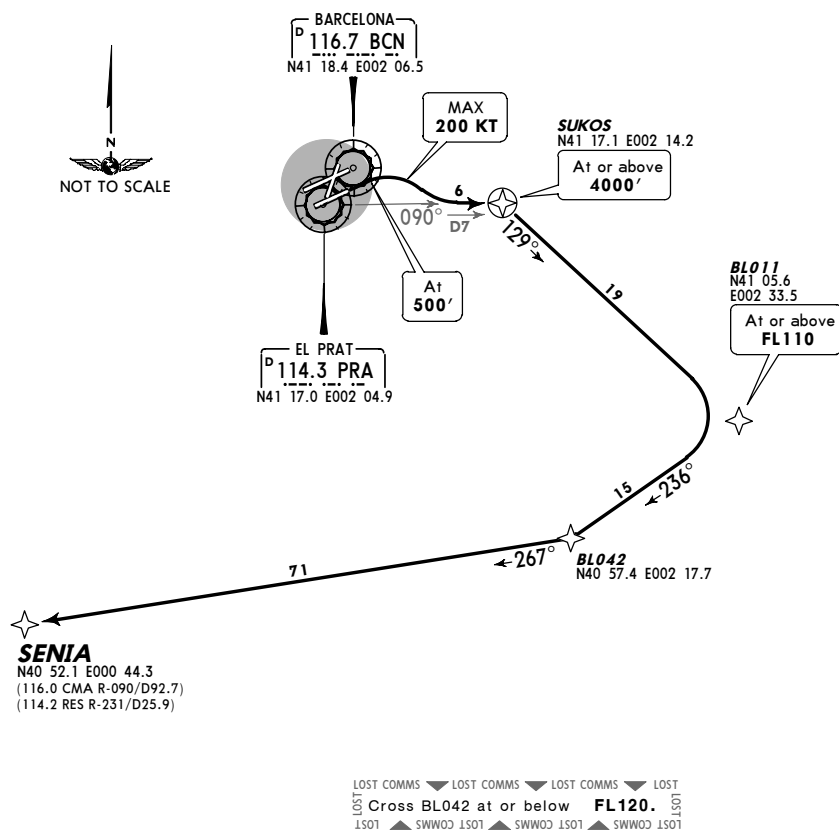
BARCELONA, SPAIN
RNAV SID

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.



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 BL011, then to BL042, then to SENIA.

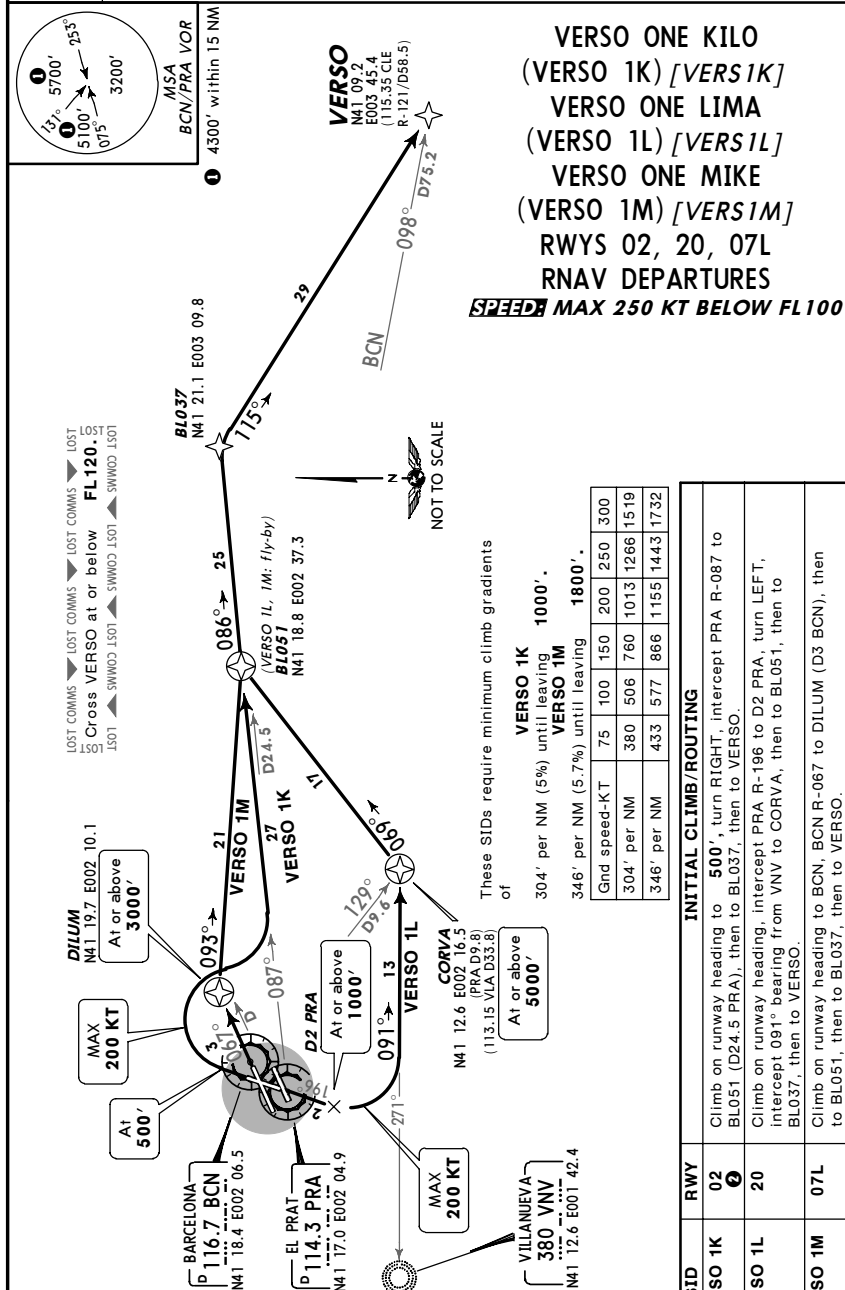
CHANGES: Airport name.

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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.



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

CHANGES: Airport name.

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SID

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



Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

AGENA 1A

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

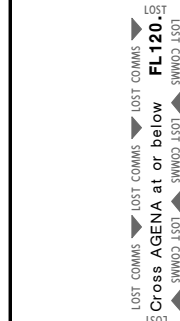
ROUTING

STID	RWT	ROUTING
AGENA 1B	07L	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.
AGENA 1E	02	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.

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

SID

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



Grnd 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

These SIDs require minimum climb gradients of

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

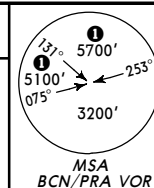
AGENA 1E
304' per NM (5%) until leaving 1000'.

SID	RWY
AGENA 1B	07L
AGENA 1E 2	02

2 Turn

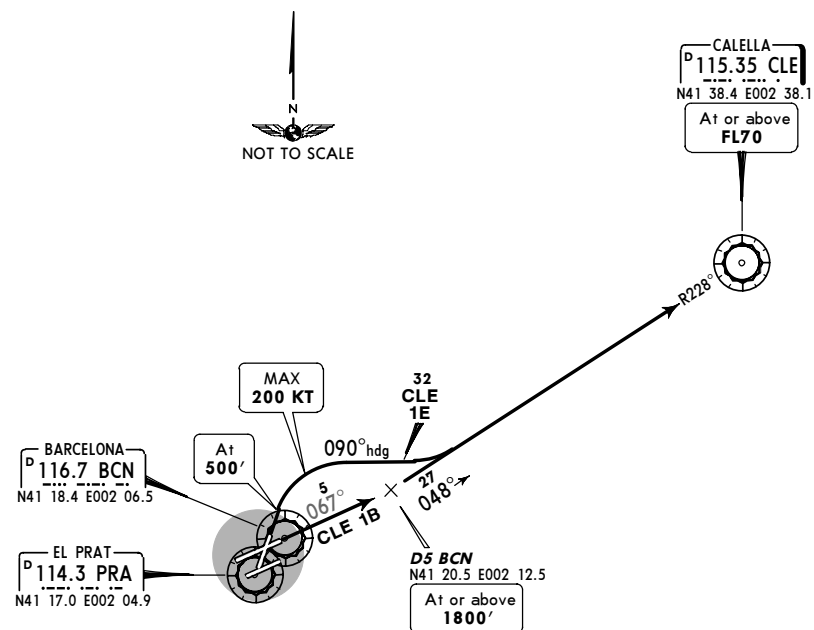
SID

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



① 4300' within 15 NM

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



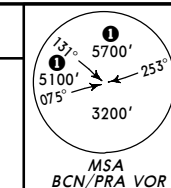
Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
CLE 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to CLE.
CLE 1E ②	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to CLE.

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

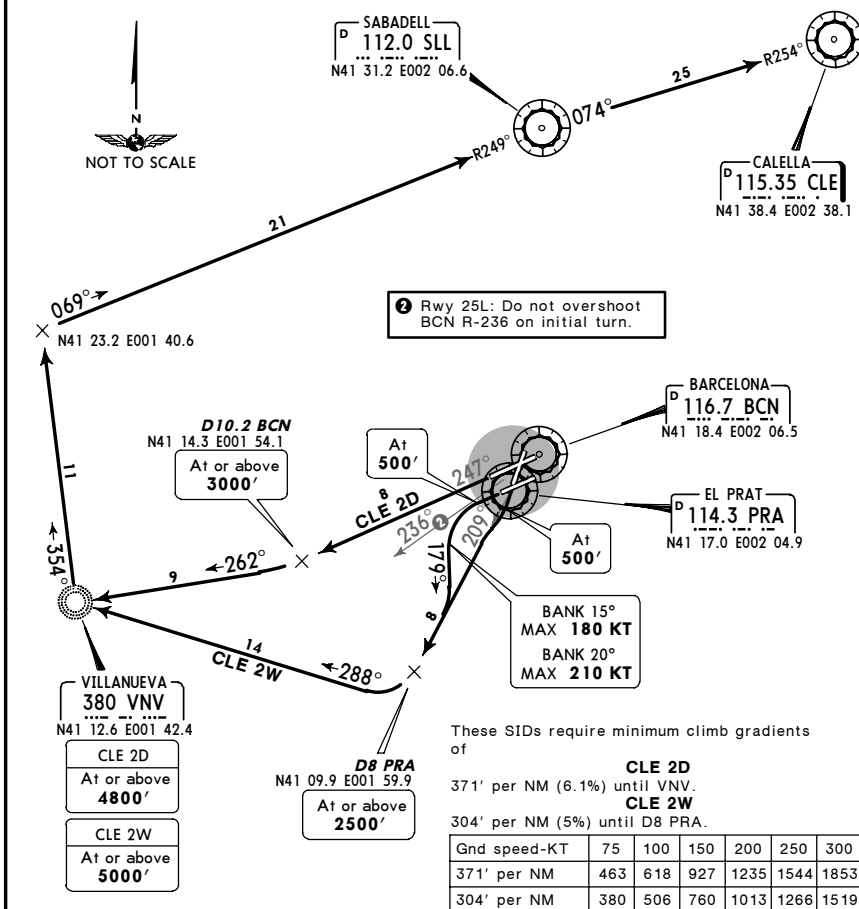
SID

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



① 4300' within 15 NM

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



Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

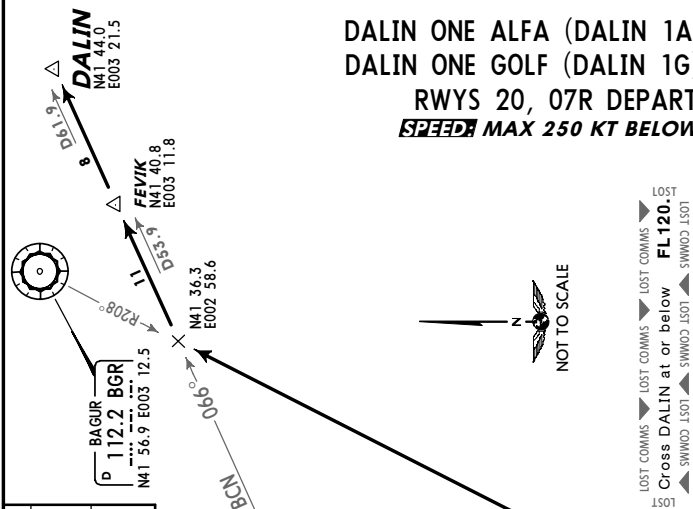
SID	RWY	ROUTING
CLE 2D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE.
CLE 2W	20 S	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE.
	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, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE.

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

Apt Elev
14'

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

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



Cross DALIN at or below FL120.

NOT TO SCALE

ROUTING

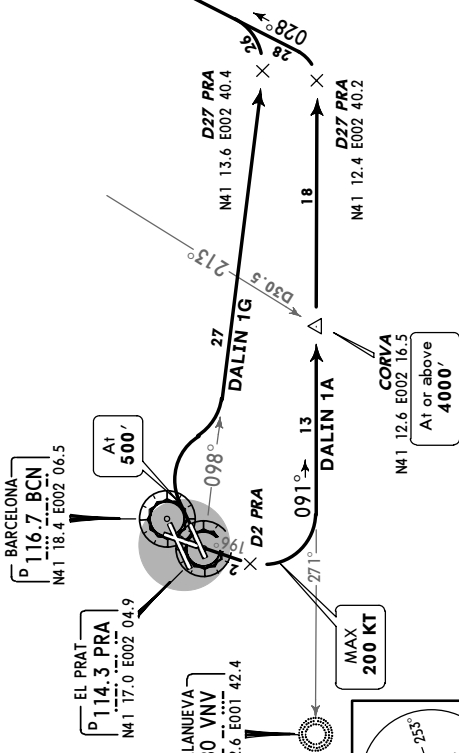
ROUTING

DALIN 1A

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

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

CALELLA
D 115.35 CLE
N41 38.4 E002 38.1



1 4300' within 15 NM

MSA
BCN/PRA VOR

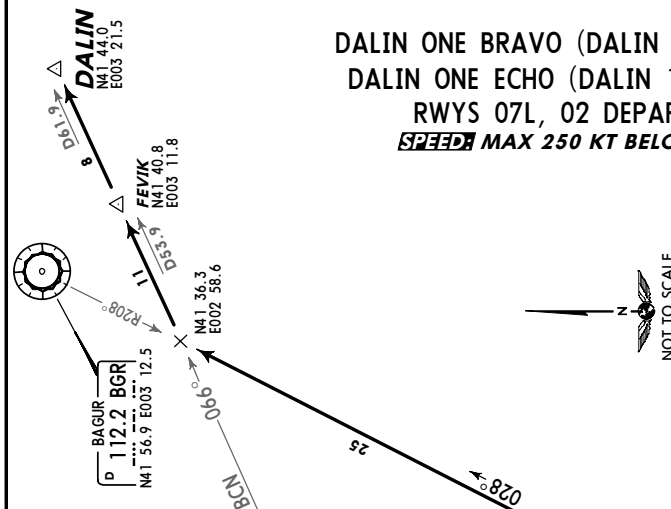
CHANGES: Airport name.

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Apt Elev
14'

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

DALIN ONE BRAVO (DALIN 1B) [DALI1B]
DALIN ONE ECHO (DALIN 1E) [DALI1E]
RWYS 07L, 02 DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



5 Cross DALIN at or below **FL120.**

1 4300' within 15 NM

These SIDs require minimum climb gradients of

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

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

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

ROUTING

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-066 via FEVIK to DALIN.

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-066 via FEVIK to DALIN.

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

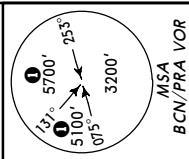
CHANGES: Airport name.

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<i>Apt Elev</i> 14'	Trans level: By ATC Trans alt: 6000' For runway configuration refer to Airport Briefing pages.
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DALIN TWO DELTA
(DALIN 2D) [DALI2D]
DALIN TWO WHISKEY
(DALIN 2W) [DALI2W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100

① 4300' within 15 NM



Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

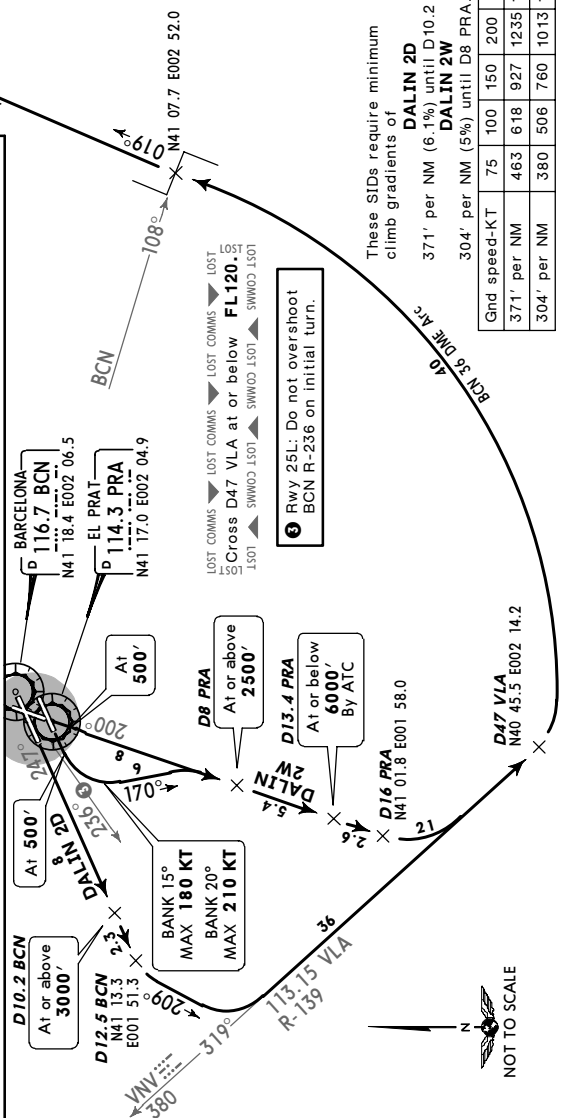
These SIDs require minimum climb gradients of

ADALIN 2W: Maintain **6000'** until D13.4 PRA except ATC clearance

ROUTING

RWY	ROUTING
25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 208° track, 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.
20 Q	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) 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.
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) 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.

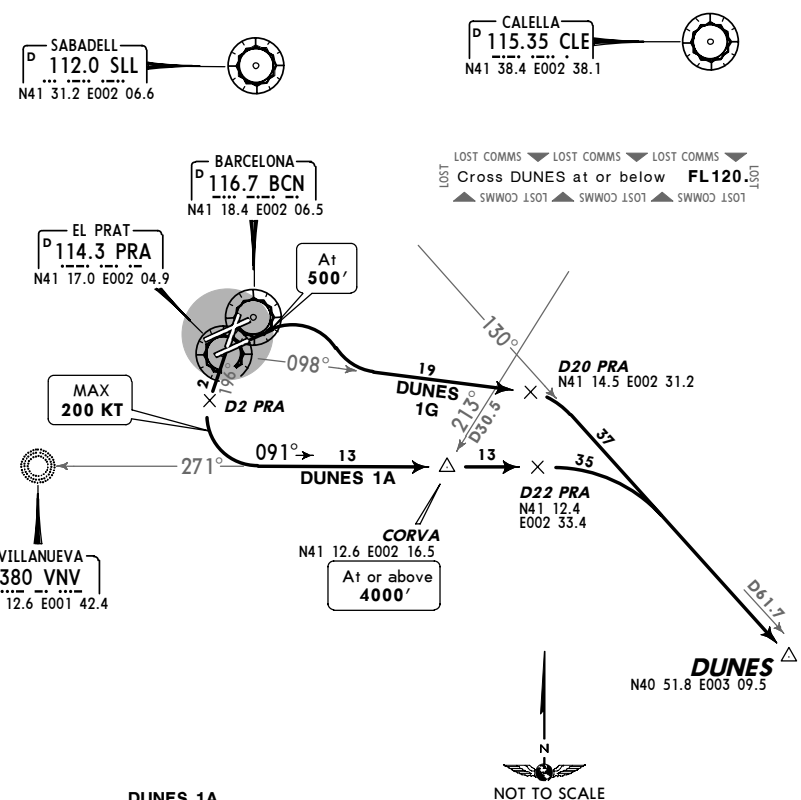
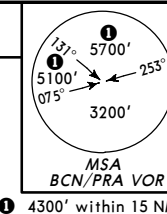
the departure end of runway (DER) are not allowed.



NOT TO SCALE

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

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



DUNES 1A

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

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	167

SID	RWY	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	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

LEBL/BCN BARCELONA

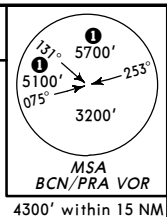
JEPPESEN BARCELONA, SPAIN

13 OCT 06 (10-3Q6) Eff 26 Oct

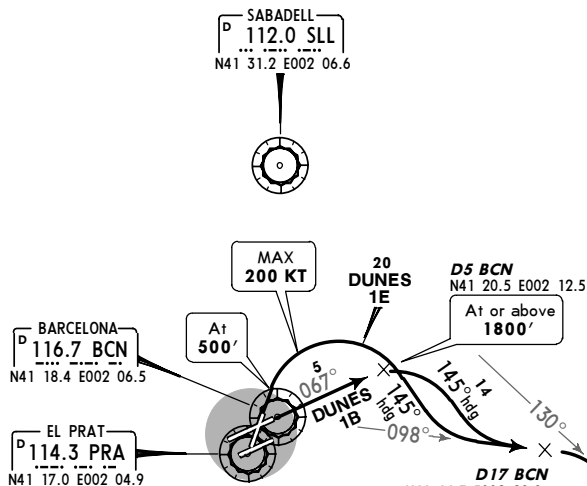
SID

Apt Elev 14'

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



DUNES ONE BRAVO (DUNES 1B) [DUNE1B]
DUNES ONE ECHO (DUNES 1E) [DUNE1E]
RWYS 07L, 02 DEPARTURES
SPEED MAX 250 KT BELOW FL100



LOST COMMS
Cross DUNES at or below FL120.

These SIDs require minimum climb gradients of

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

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.

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

LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

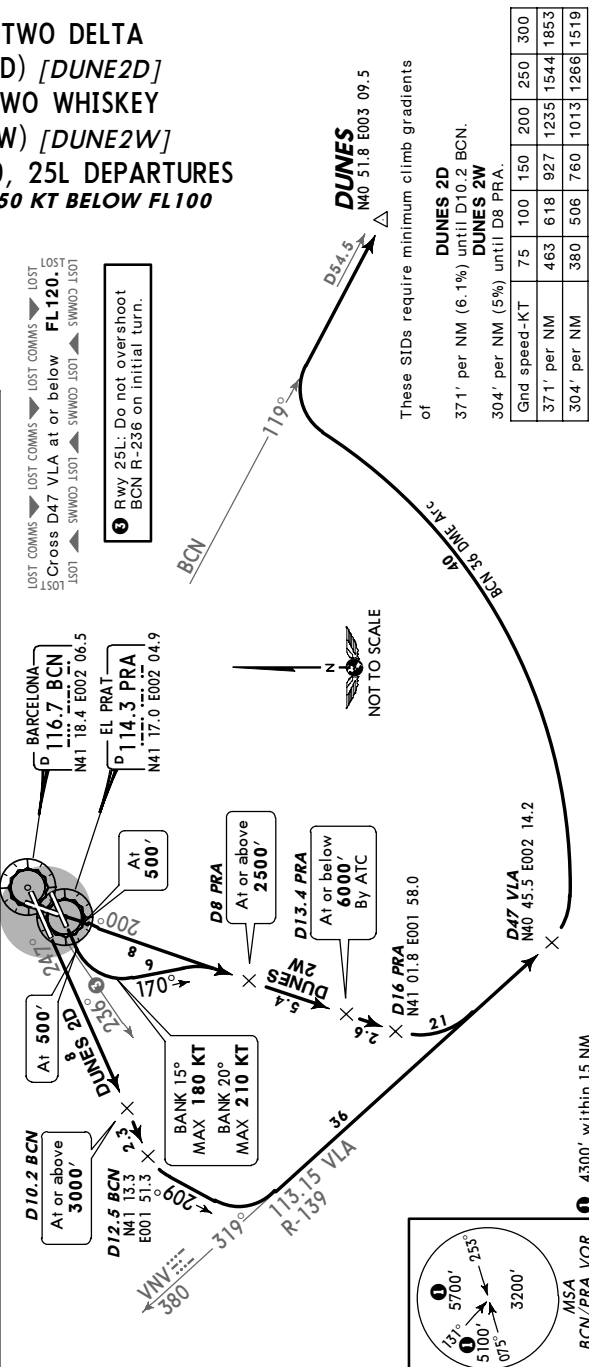
13 OCT 06 (10-3Q7) Eff 26 Oct

SID

Apt Elev 14'

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

DUNES TWO DELTA
(DUNES 2D) [DUNE2D]
DUNES TWO WHISKEY
(DUNES 2W) [DUNE2W]
RWYS 25R, 20, 25L DEPARTURES
SPEED MAX 250 KT BELOW FL100

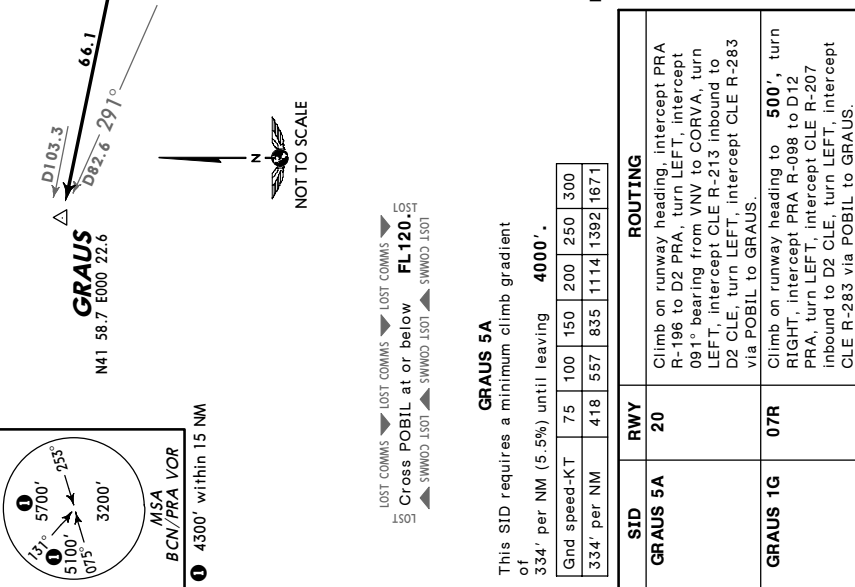


SID	RWY	ROUTING
DUNES 2D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc, intercept BCN R-119 to DUNES.
DUNES 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc, intercept BCN R-119 to DUNES.
	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) to D47 VLA, turn LEFT, along BCN 36 DME arc, intercept BCN R-119 to DUNES.

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

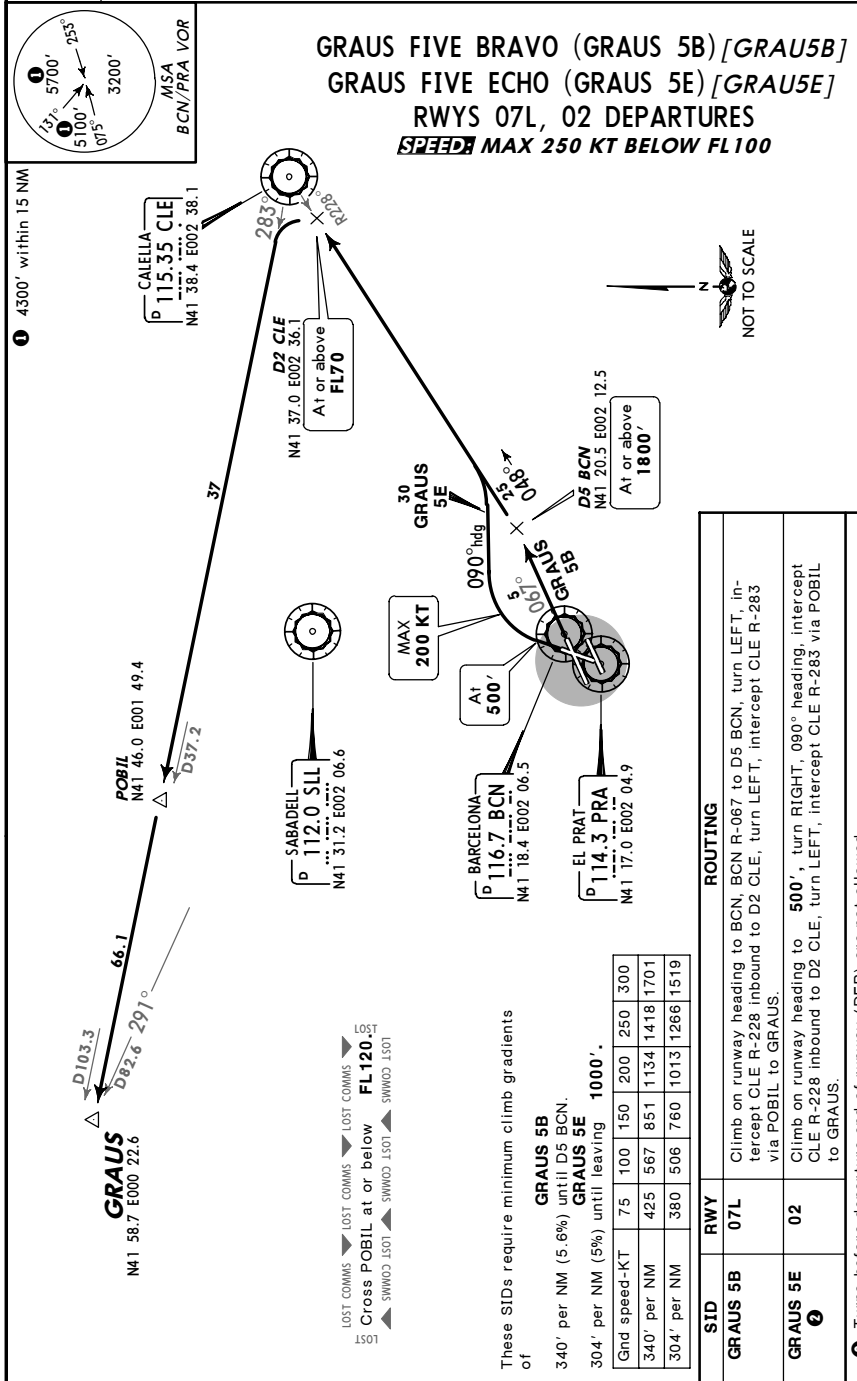
SID

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



SID

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



LEBL/BCN
BARCELONA

JEPPESSEN

BARCELONA, SPAIN

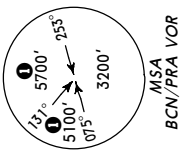
13 OCT 06 (10-3T)

Eff 26 Oct

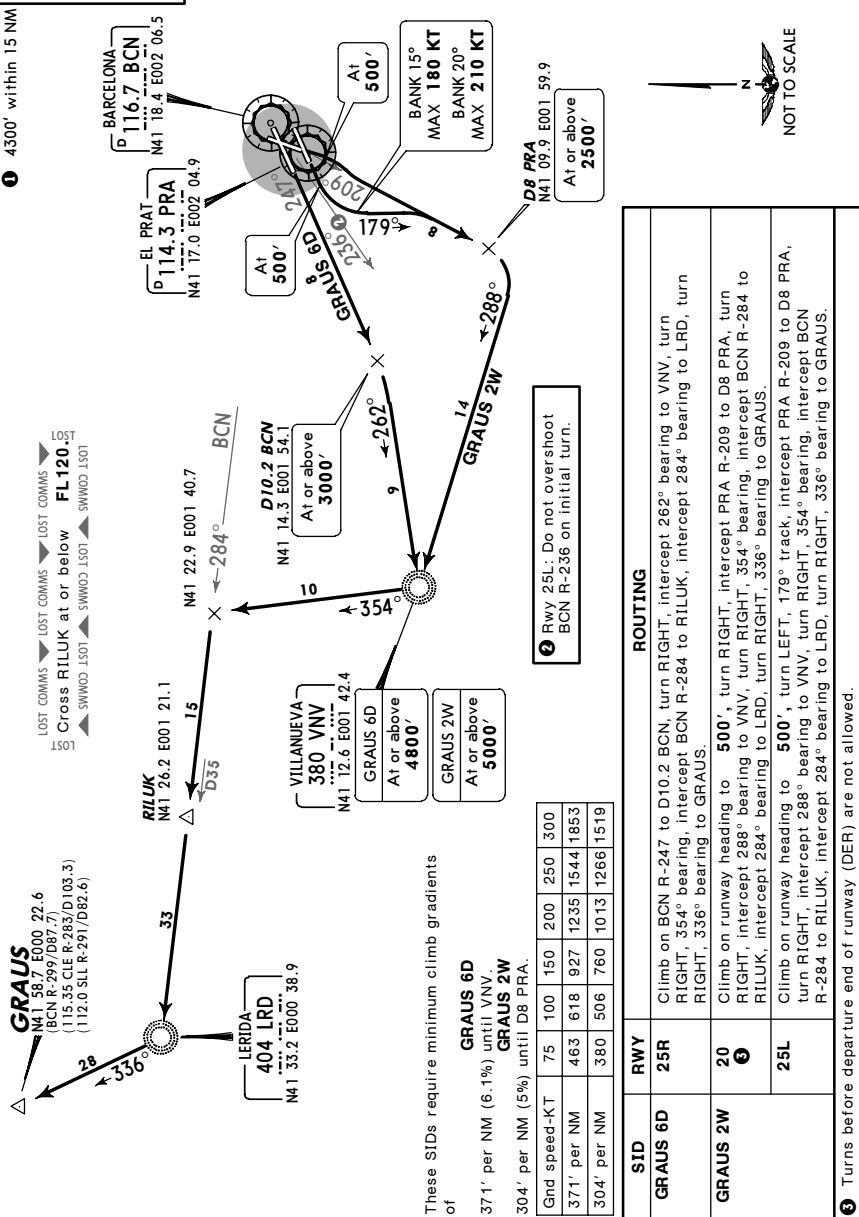
SID

Apt Elev
14'

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
~~SPEED~~ MAX 250 KT BELOW FL100



CHANGES: SIDs renumbered & revised; airport name.

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LEBL/BCN
BARCELONA

BARCELONA, SPAIN

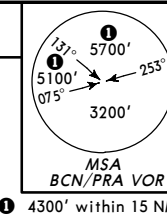
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Eff 26 Oct

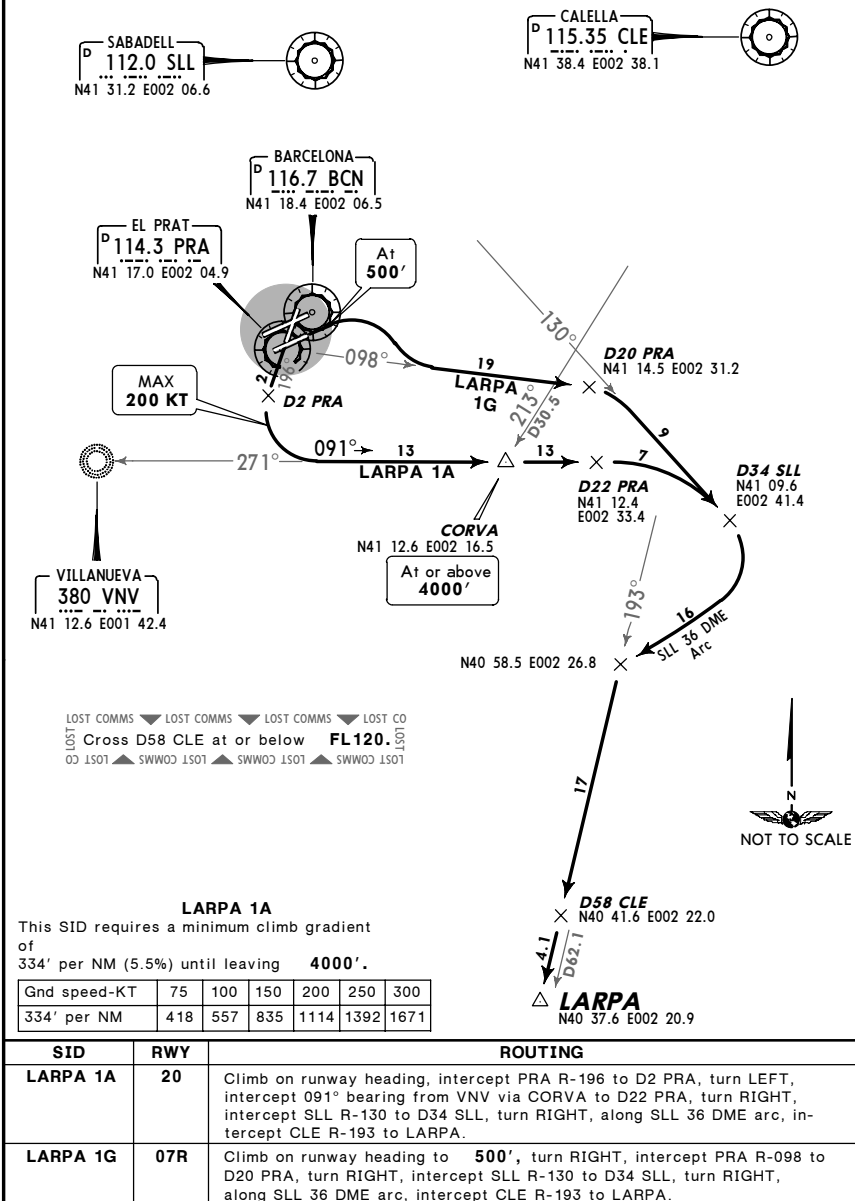
SID

Apt Ele
14'

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



LARPA ONE ALFA (LARPA 1A) [LARPA1A]
 LARPA ONE GOLF (LARPA 1G) [LARPA1G]
 RWYS 20, 07R DEPARTURES
~~SPEED~~ MAX 250 KT BELOW FL100



CHANGES: Airport name.

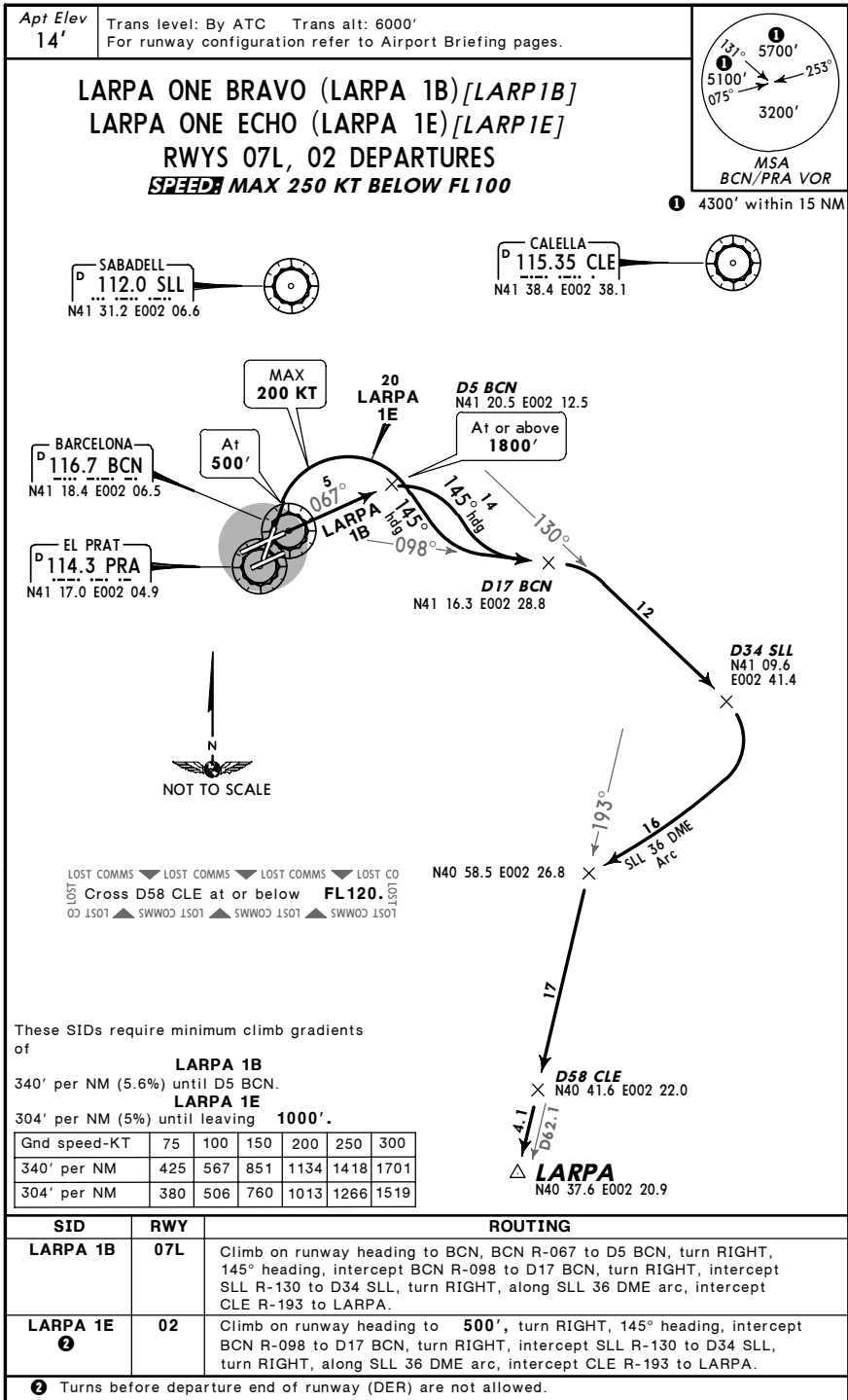
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LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

13 OCT 06 10-3T2 Eff 26 Oct

SID

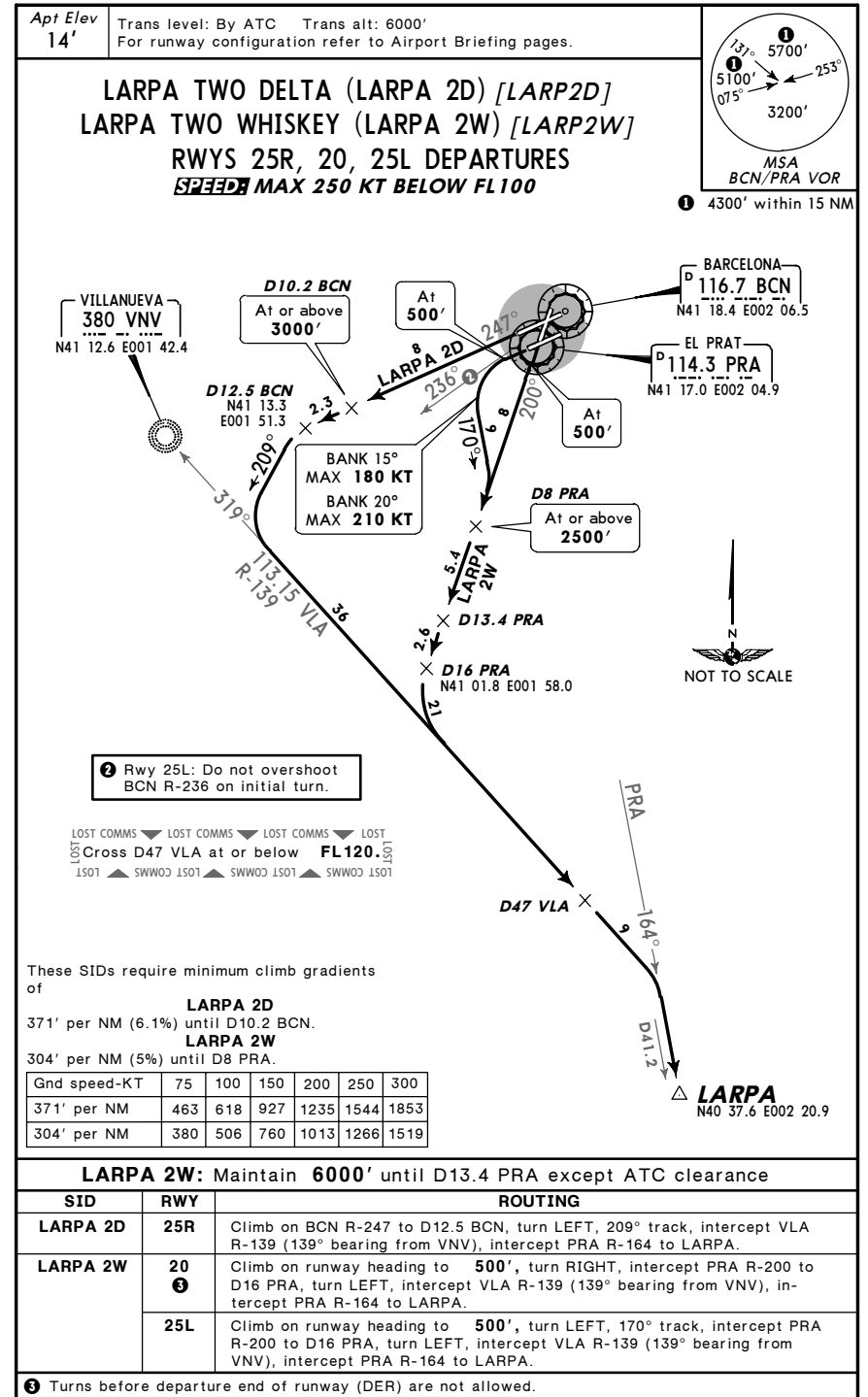


LEBL/BCN BARCELONA

JEPPESEN BARCELONA, SPAIN

13 OCT 06 10-3T3 Eff 26 Oct

SID



LEBL/BCN
BARCELONA

JEPPESEN

BARCELONA, SPAIN

13 OCT 06 (10-3T8) Eff 26 Oct

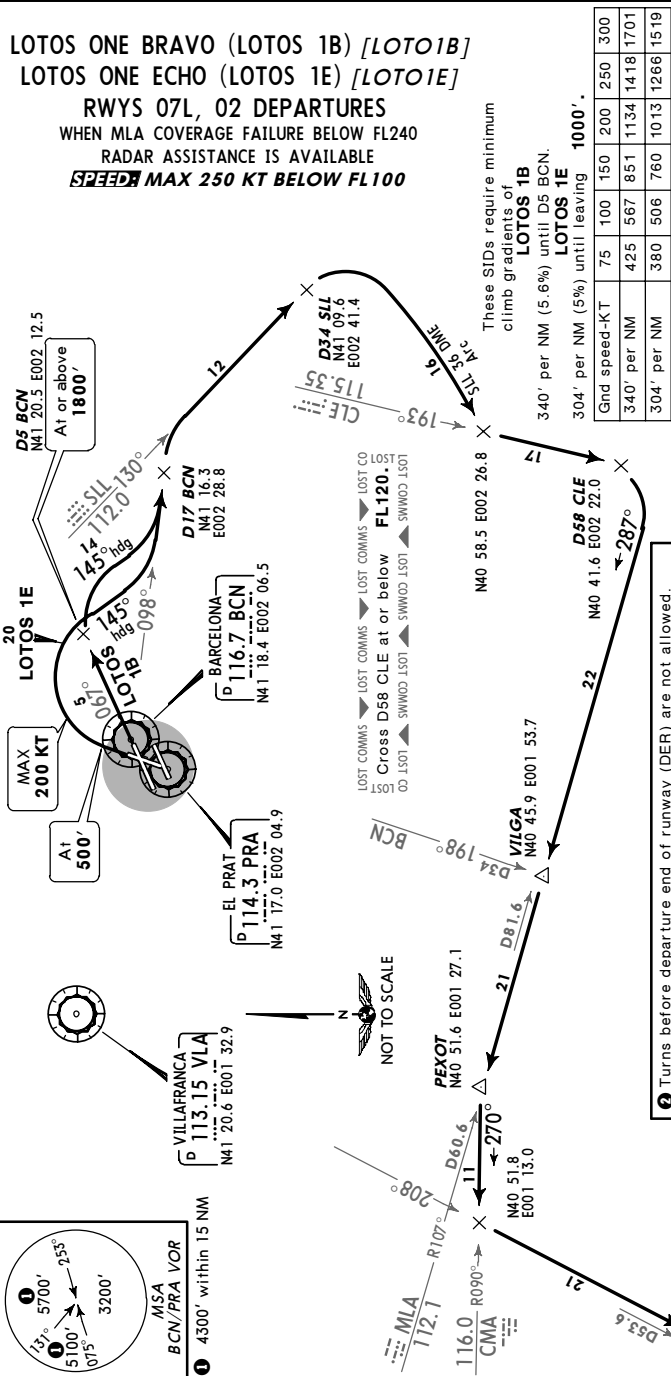
SID

Apt Elev
14'

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]

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



LEBL/BCN
BARCELONA

JEPPESEN

BARCELONA, SPAIN

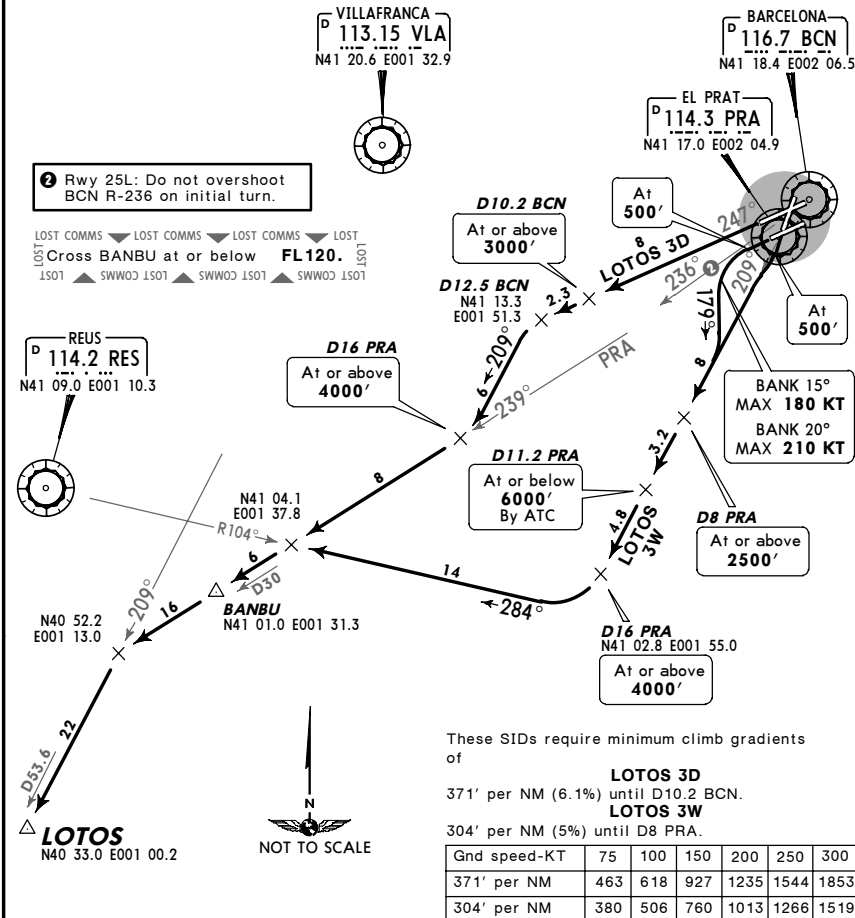
22 JUN 07 (10-3U) Eff 5 Jul

SID

Apt Elev
14'

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

LOTOS THREE DELTA (LOTOS 3D) [LOTO3D]
LOTOS THREE WHISKEY (LOTOS 3W) [LOTO3W]
RWYS 25R, 20, 25L DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW FL100



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

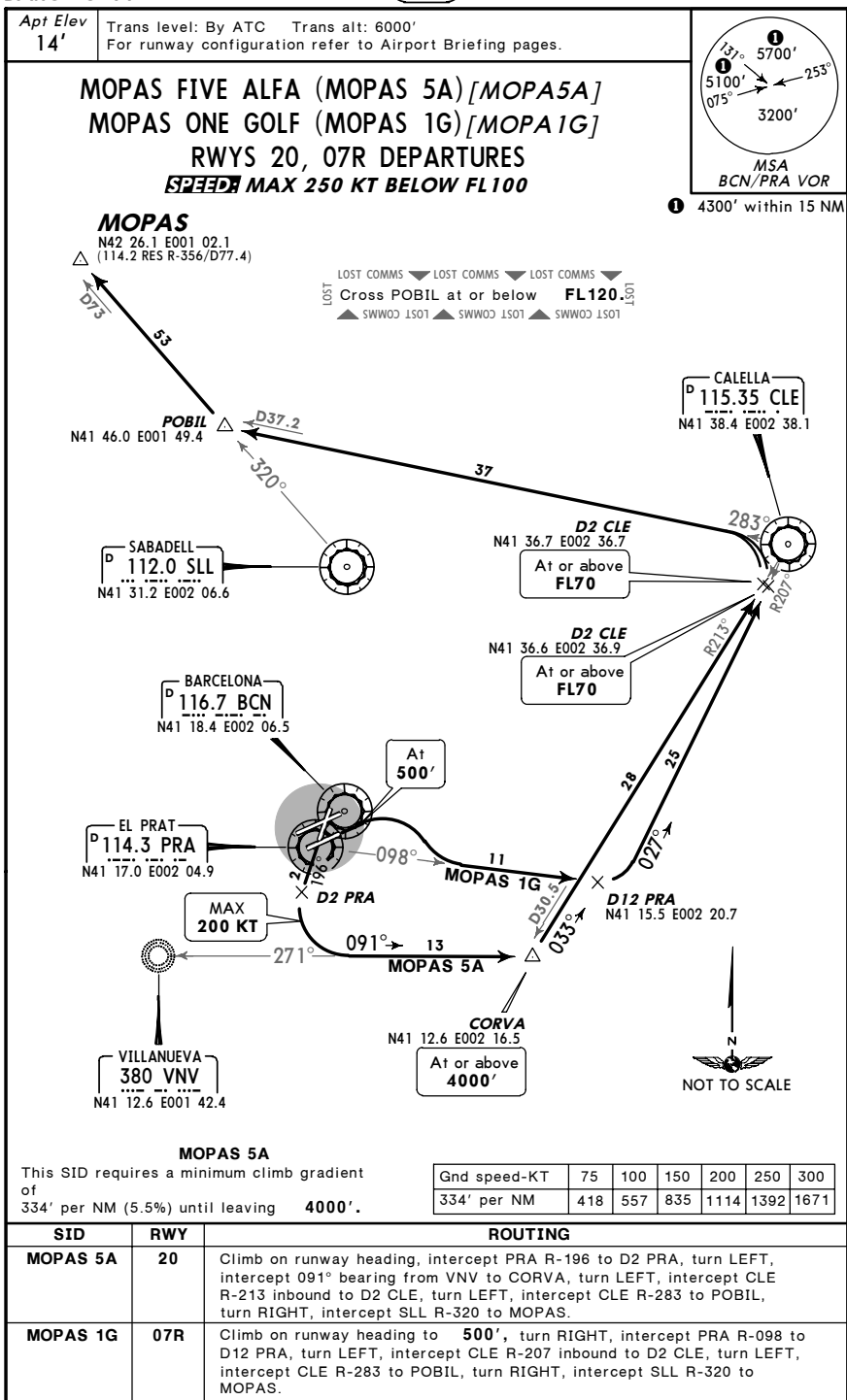
SID	RWY	ROUTING
LOTOS 3D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS.
LOTOS 3W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D16 PRA, turn RIGHT, intercept RES R-104 inbound, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS.
	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, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS.

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

LEBL/BCN
BARCELONA

JEPPesen BARCELONA, SPAIN

22 JUN 07 10-3V Eff 5 Jul SID



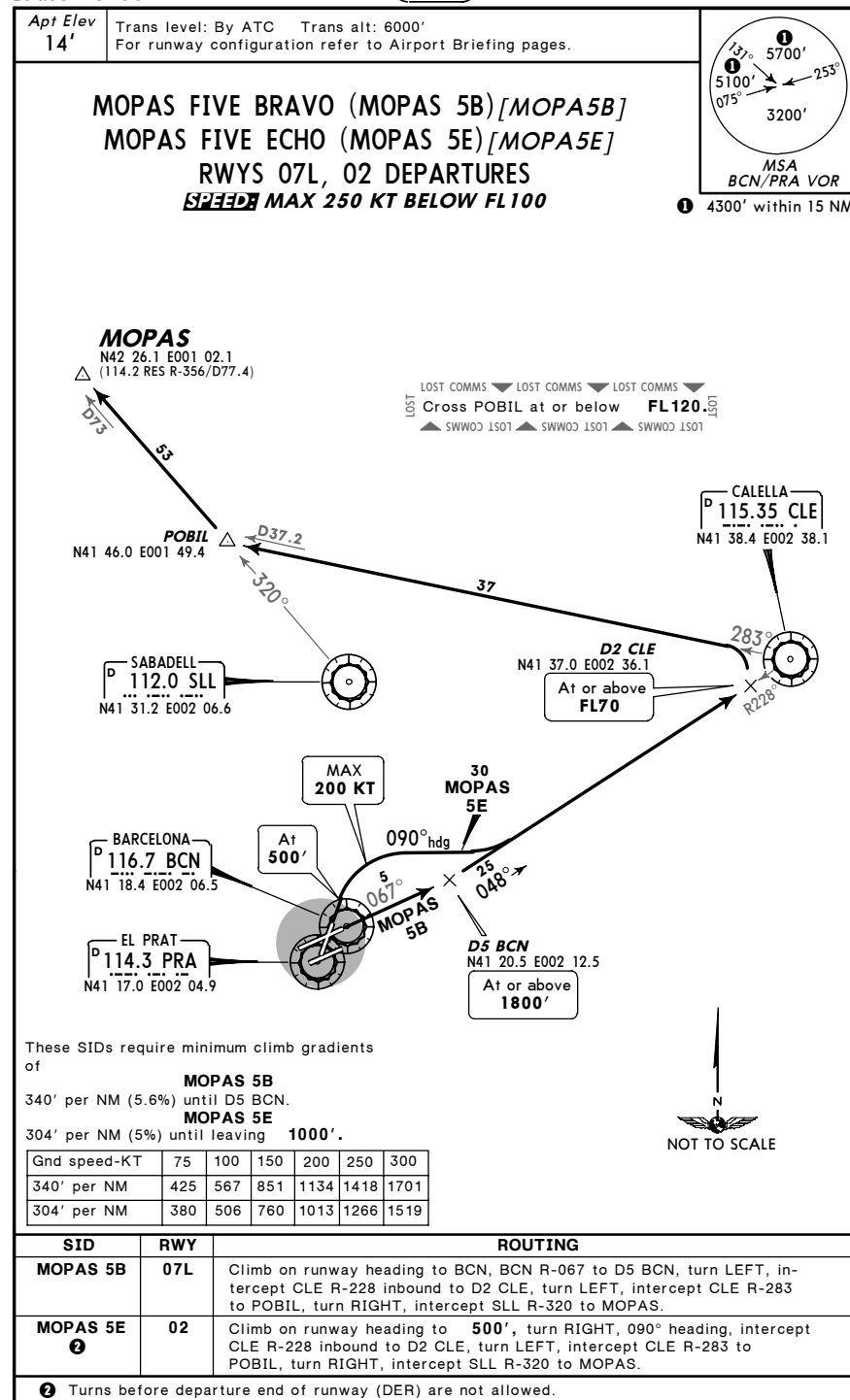
CHANGES: None.

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LEBL/BCN
BARCELONA

JEPPesen BARCELONA, SPAIN

13 OCT 06 10-3V1 Eff 26 Oct SID

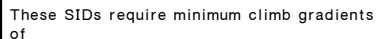


CHANGES: Airport name.

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SID

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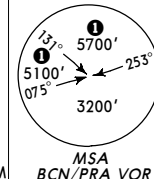


MOPAS 7D
371' per NM (6.1%) until VNV.

MOPAS 2W
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

① 4300' within 15 NM

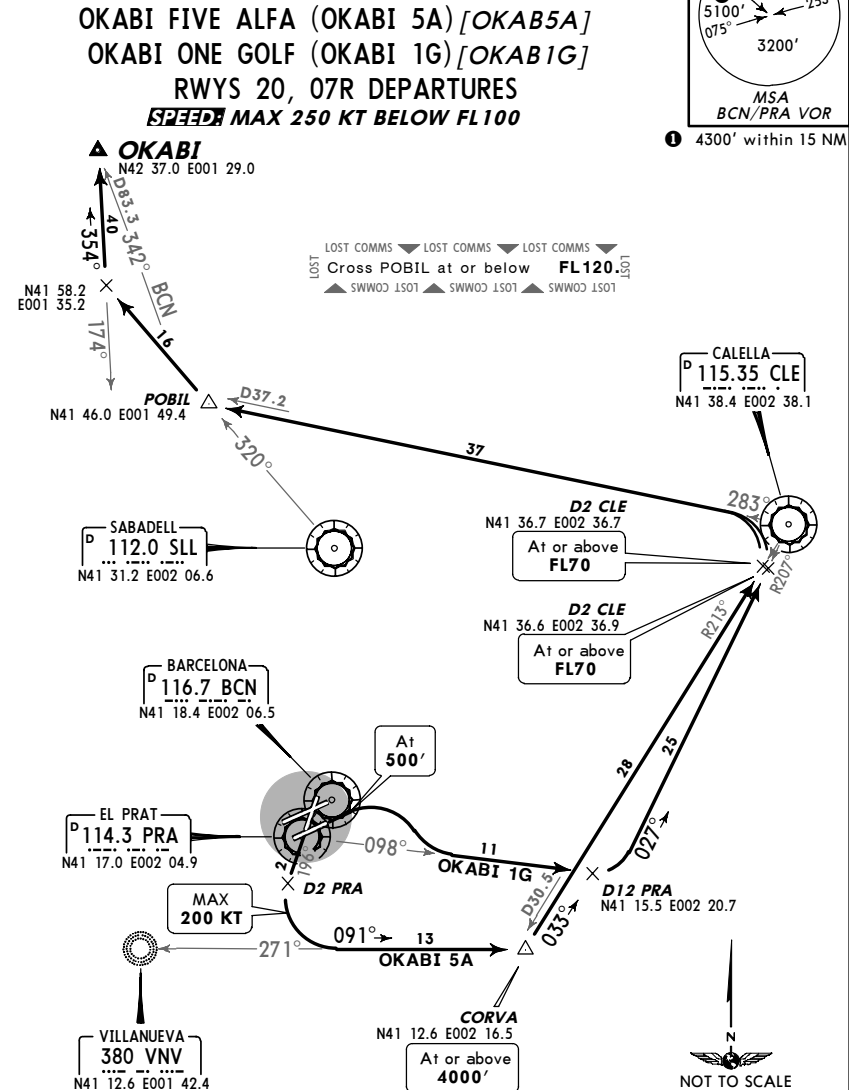


SID	RWY	ROUTING
MOPAS 7D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.
MOPAS 2W	20 S	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, 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.

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

SID

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



OKABI 5A
This SID requires a minimum climb gradient
of
334' per NM (5.5%) until leaving **4000'.**

Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

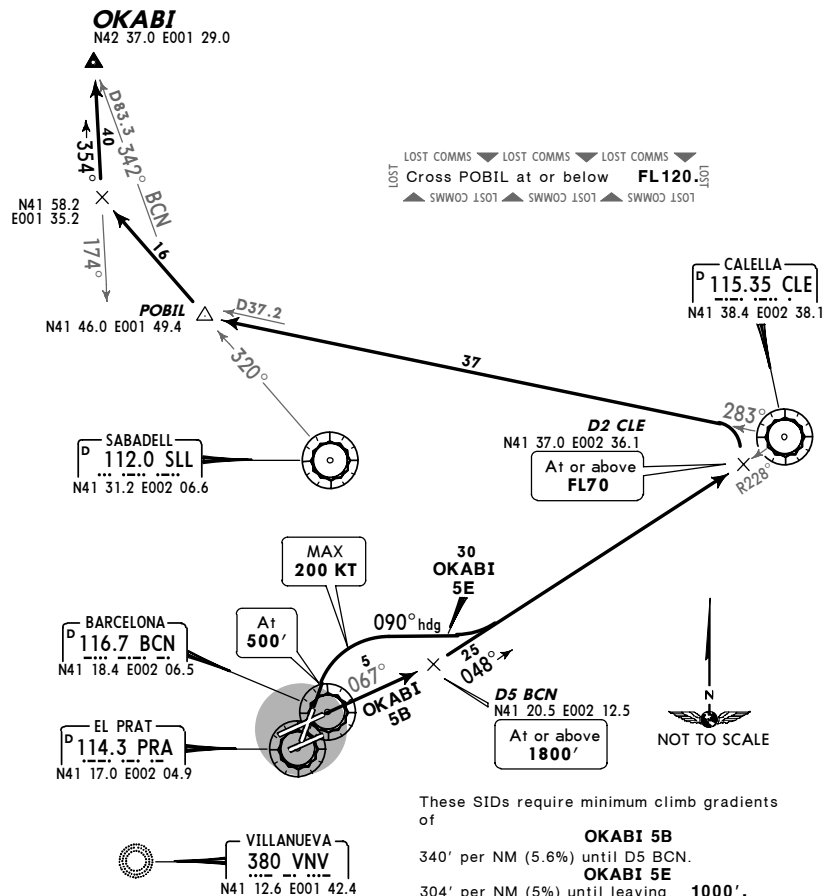
SID	RWY	ROUTING
OKABI 5A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.
OKABI 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, intercept 354° bearing from VNV to OKABI.

CHANGES: Airport name.

JEPPESEN
13 OCT 06 (10-3V4) Eff 26 Oct

SID

① 4300' within 15 NM



These SIDs require minimum climb gradients of

OKABI 5B

5 BCN.

OKABI 5E
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

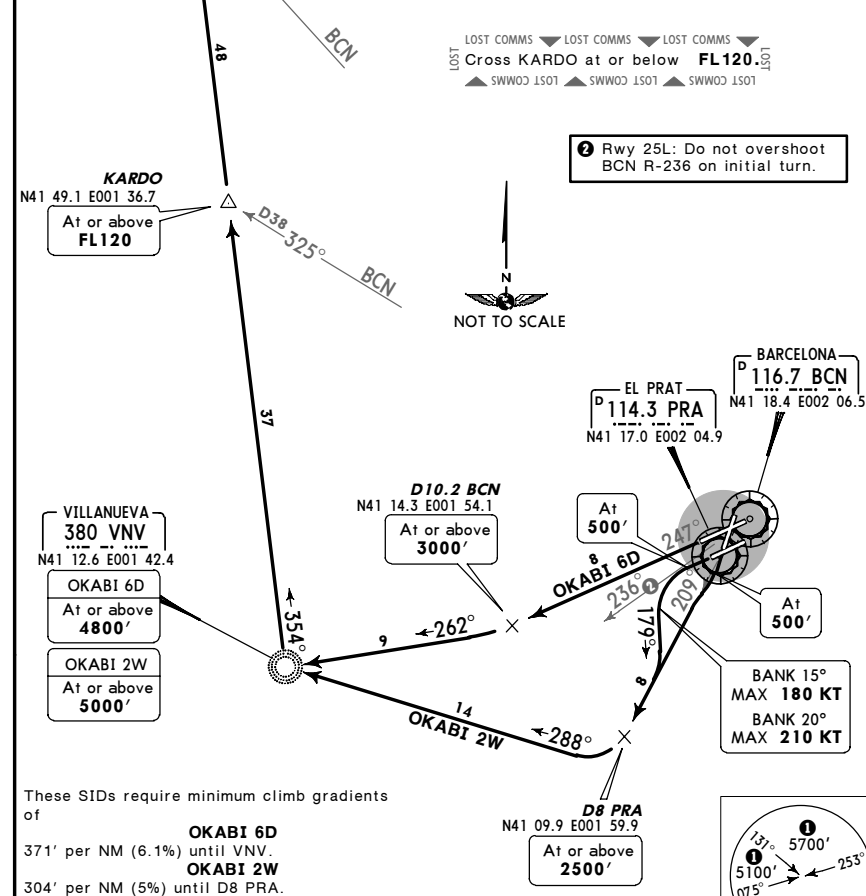
SID	RWY	ROUTING
OKABI 5B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.
OKABI 5E ②	02	Climb on runway heading to 500', turn RIGHT,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

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

SID

OKABI SIX DELTA (OKABI 6D)[OKAB6D]
OKABI TWO WHISKEY (OKABI 2W)[OKAB2W]
RWYS 25R, 20, 25L DEPARTURES
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

OKABI 6D

371' per NM (6.1%) until VNV.

OKABI 2W

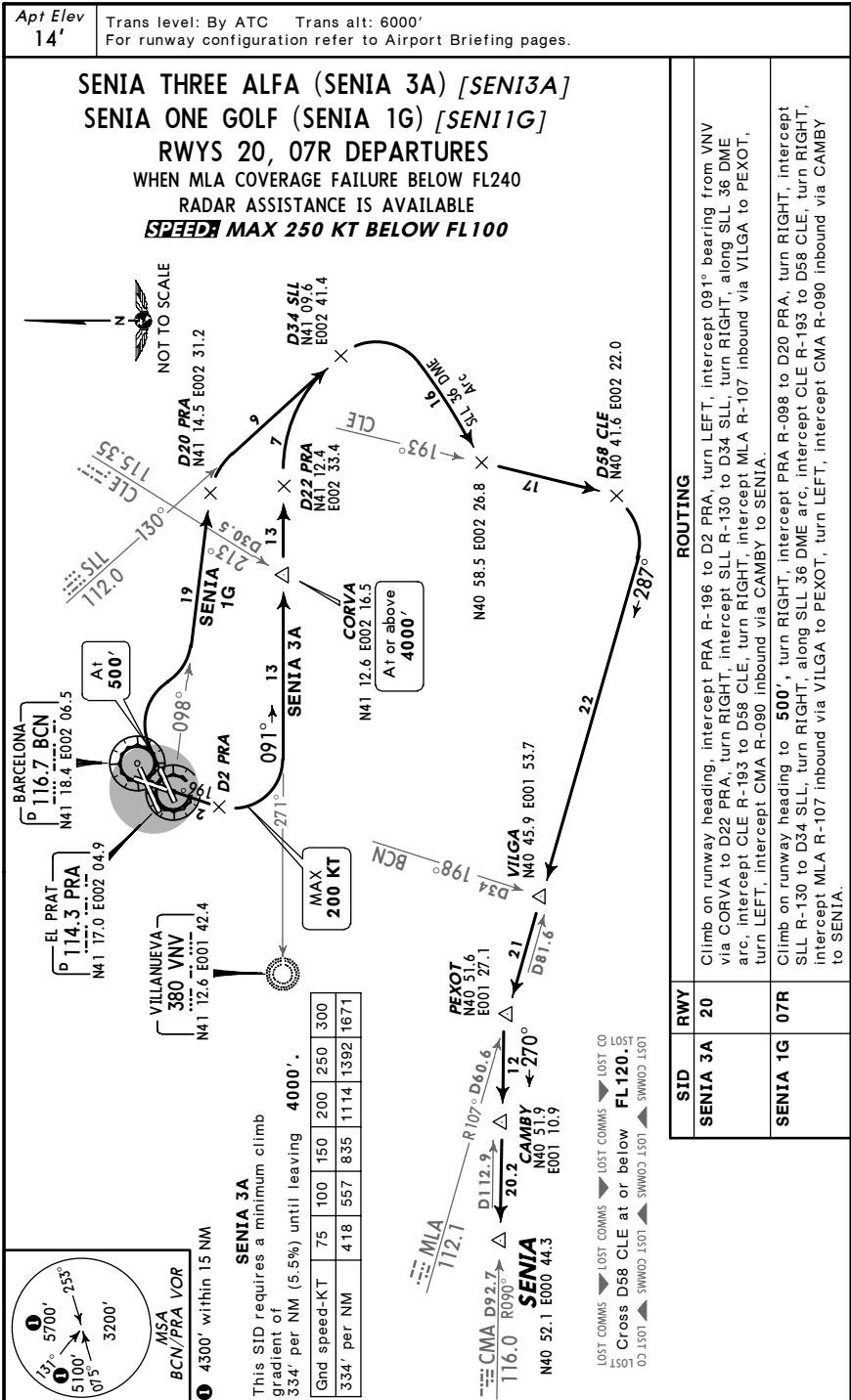
304' per NM (5%) until D8 PRA.

Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

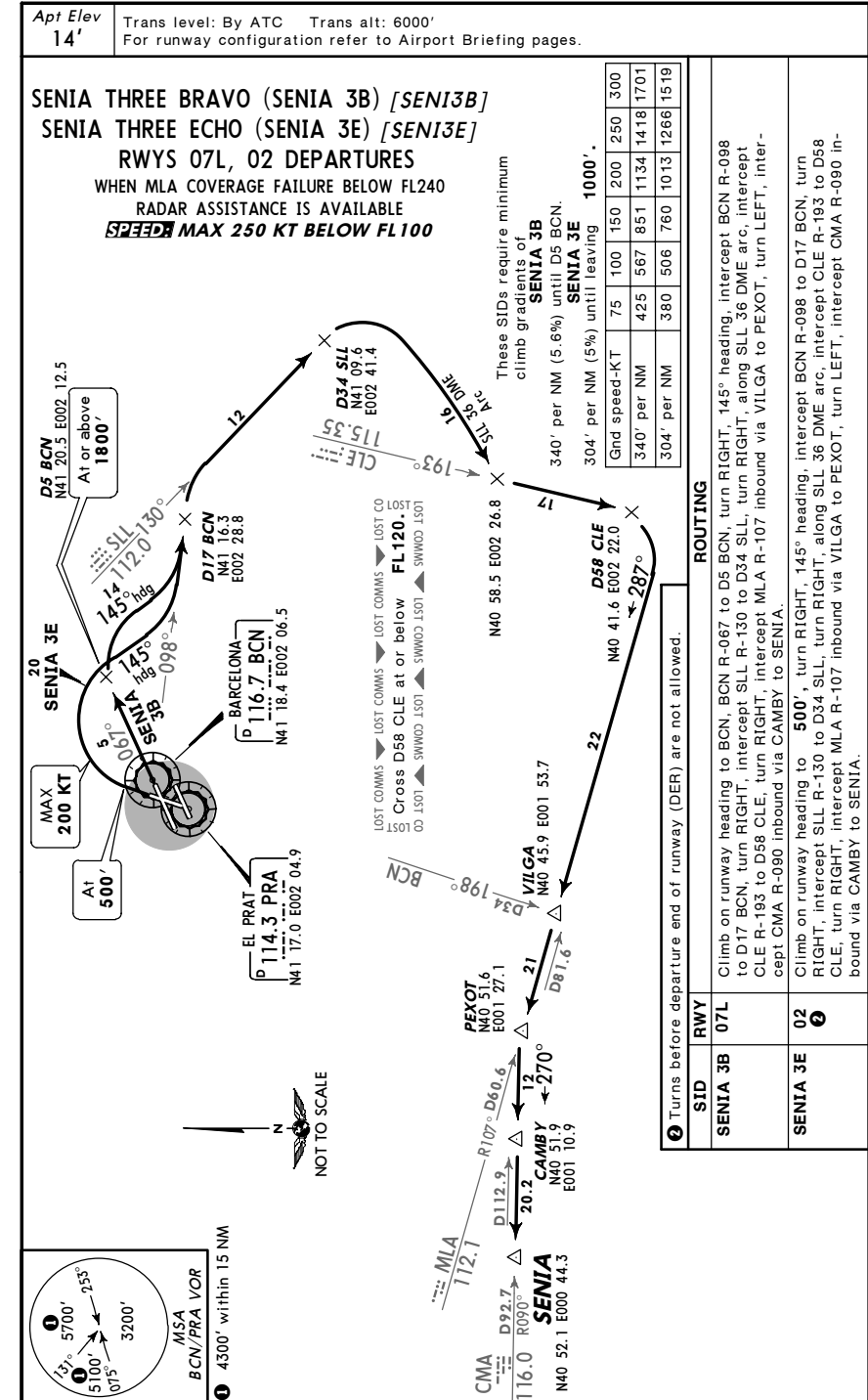
SID	RWY	ROUTING
OKABI 6D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing via KARDO to OKABI.
OKABI 2W	20 S	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via KARDO to OKABI.
	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 to OKABI.

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

LEBL/BCN BARCELONA 13 OCT 06 (10-3V6) Eff 26 Oct SID



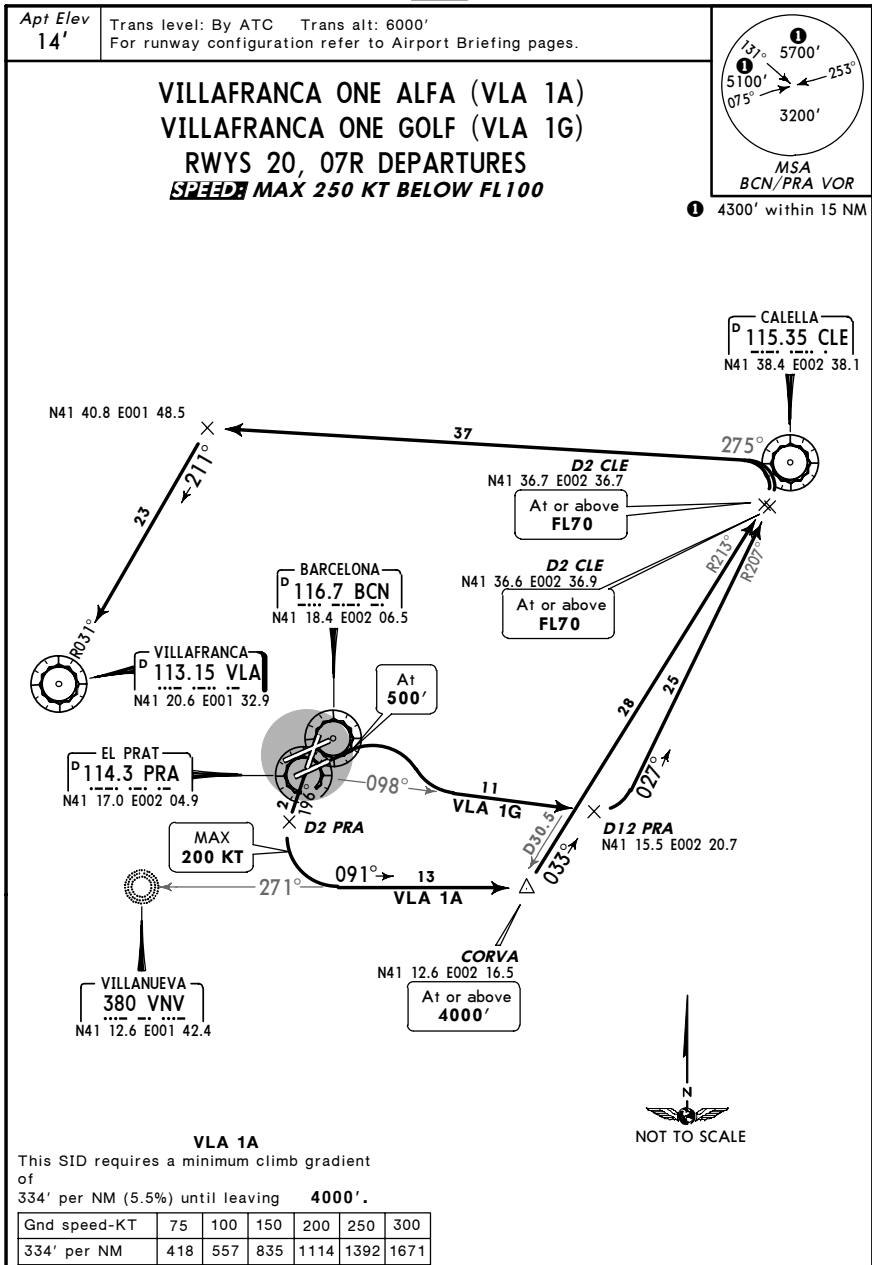
LEBL/BCN BARCELONA 13 OCT 06 (10-3V7) Eff 26 Oct SID



LEBL/BCN
BARCELONA

JEPPESEN
13 OCT 06 (10-3X2) Eff 26 Oct

BARCELONA, SPAIN
SID

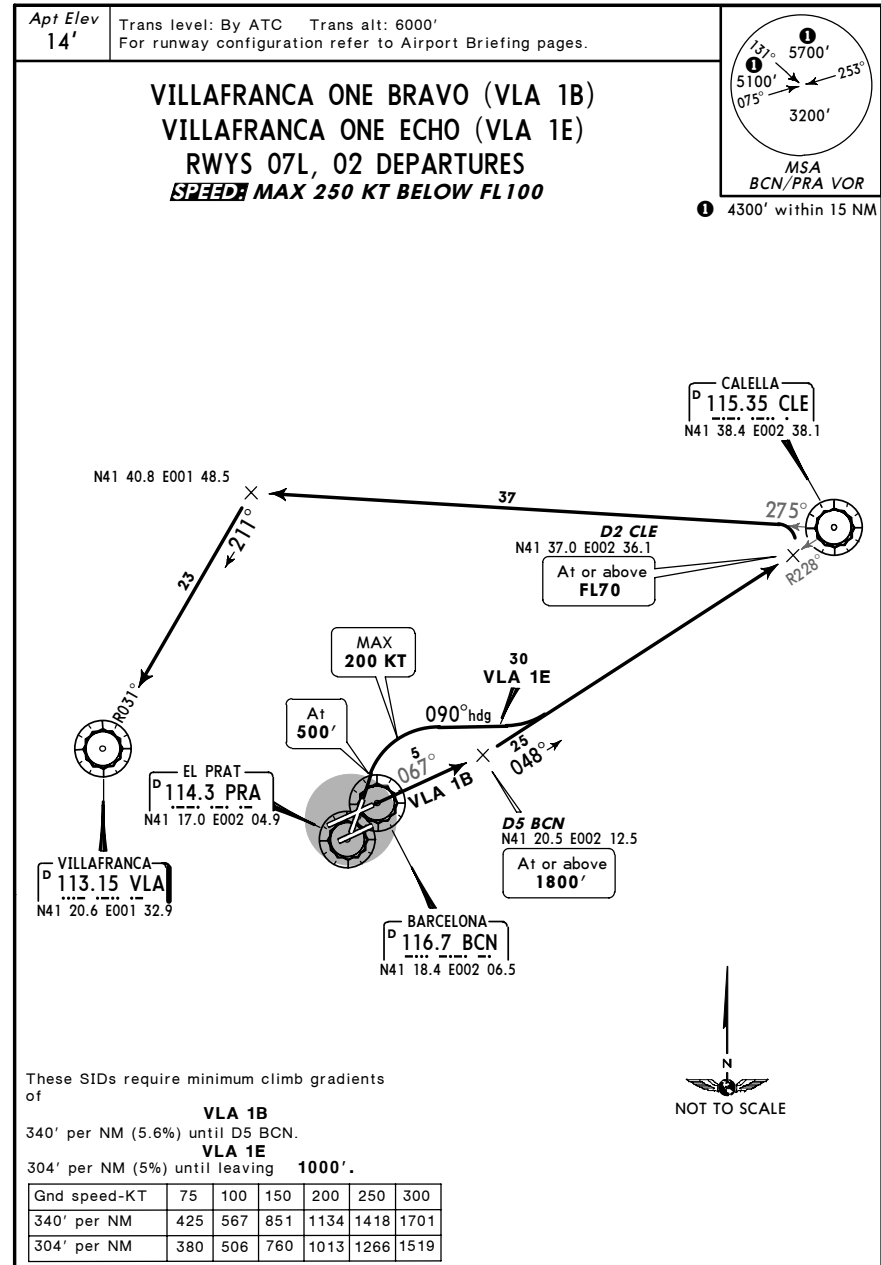


SID	RWY	ROUTING
VLA 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA.
VLA 1G	07R	Climb on runway heading to 500', turn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

LEBL/BCN
BARCELONA

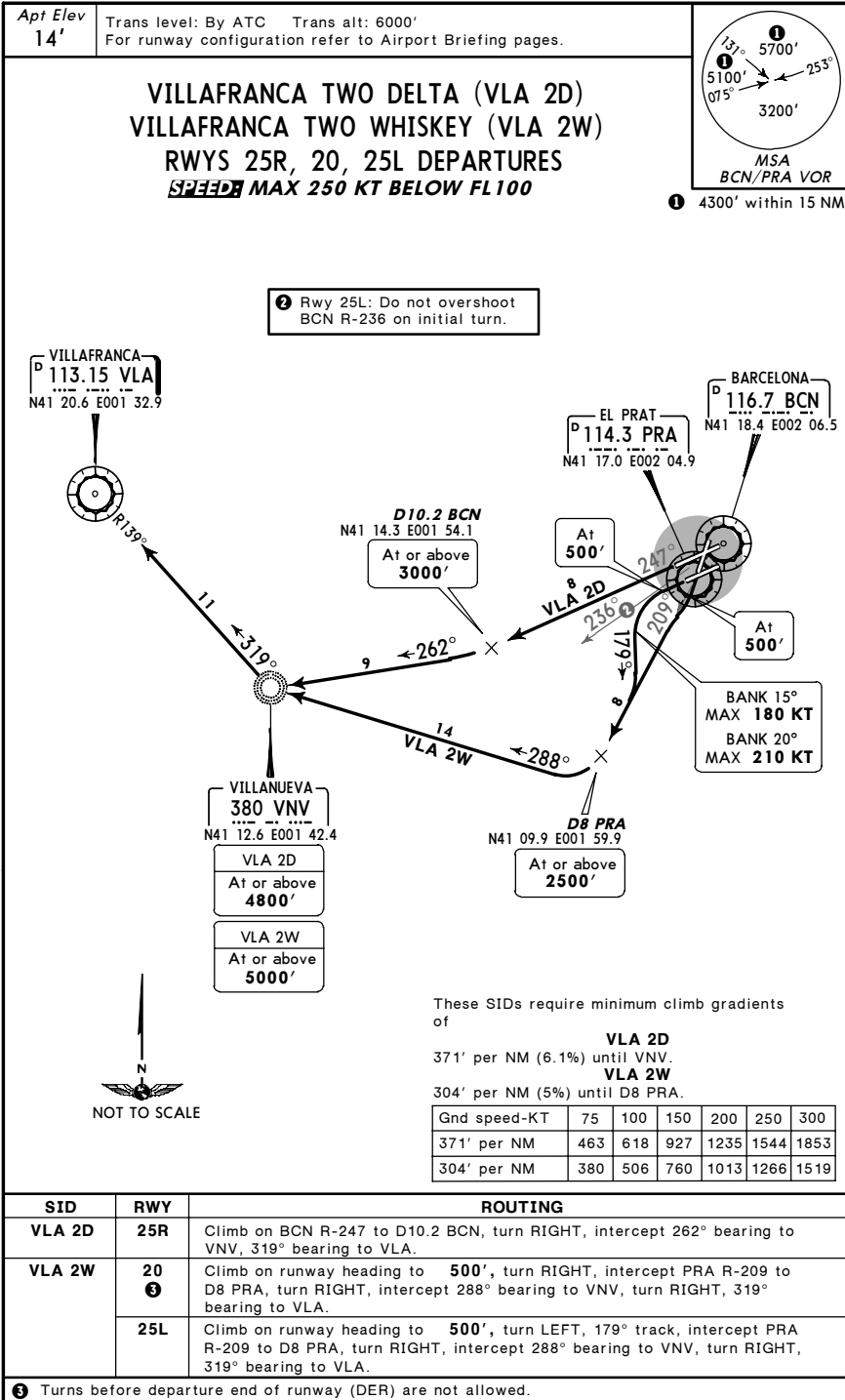
JEPPESEN
13 OCT 06 (10-3X3) Eff 26 Oct

BARCELONA, SPAIN
SID

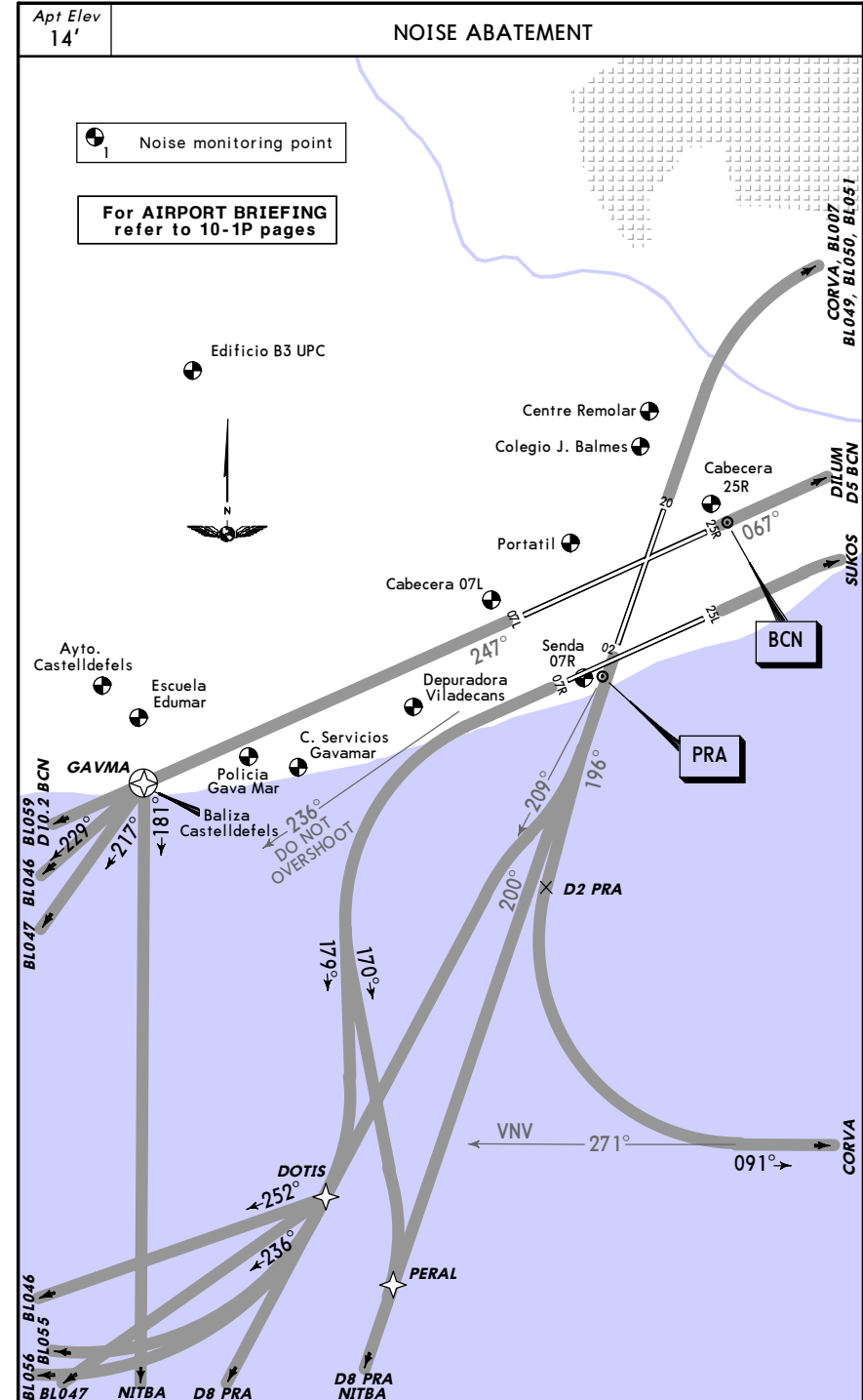


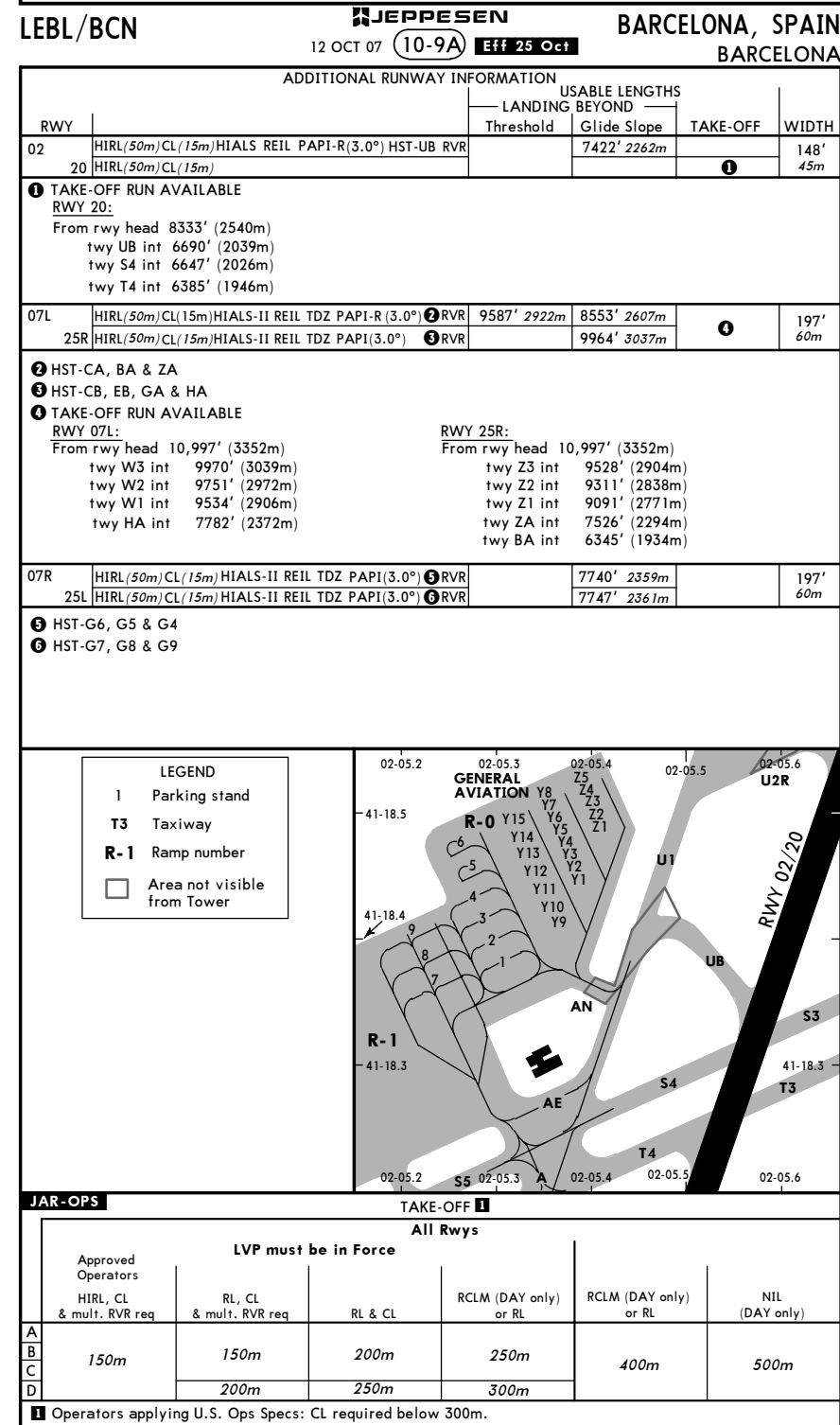
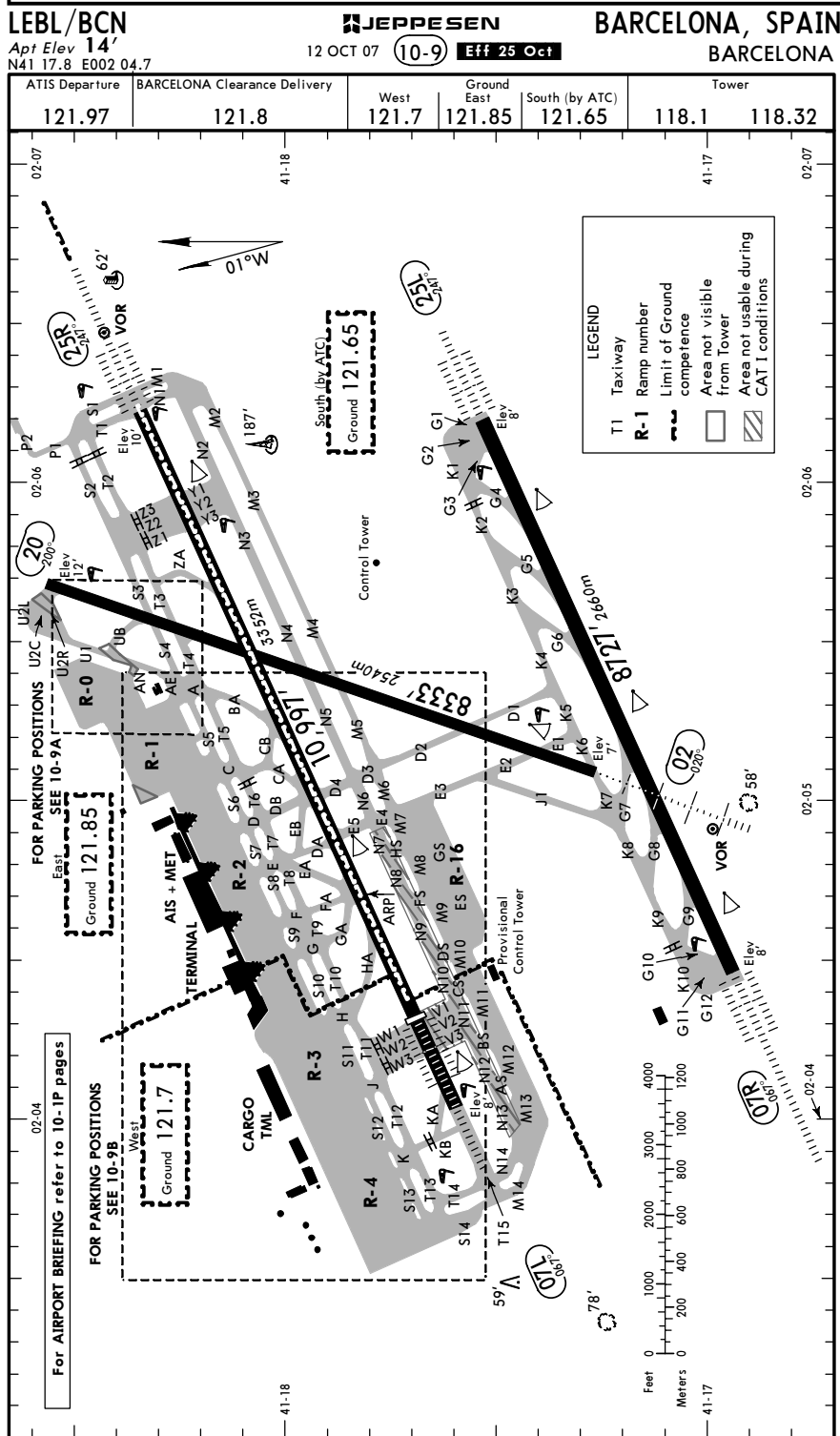
SID	RWY	ROUTING
VLA 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA.
VLA 1E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275, intercept VLA R-031 inbound to VLA.

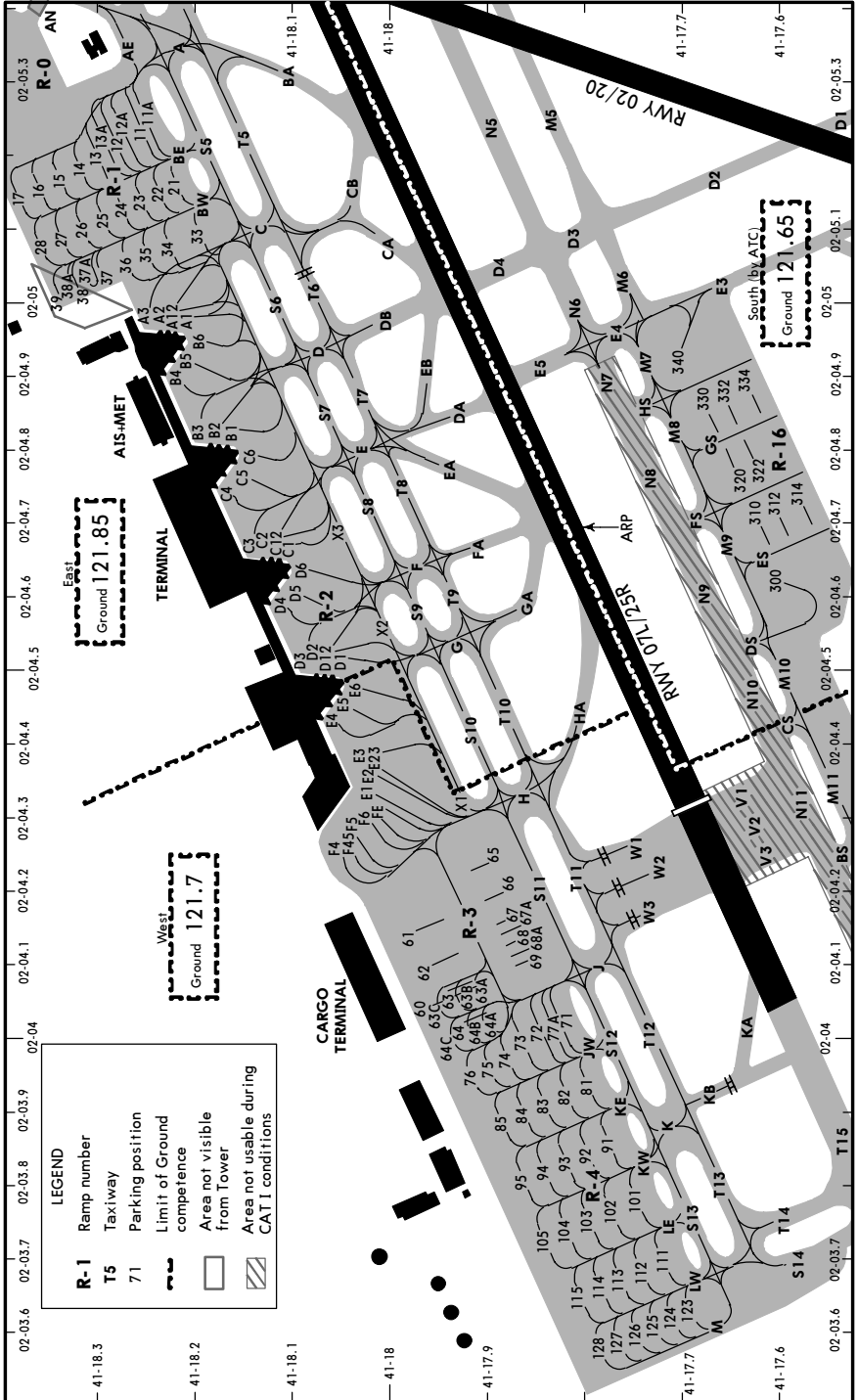
LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-3X4) Eff 26 Oct SID



LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
13 OCT 06 (10-4) Eff 26 Oct NOISE







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	N41 17.7 E002 03.8	Y9 thru Y11	N41 18.4 E002 05.4
102	N41 17.8 E002 03.8	Y12 thru Y15	N41 18.5 E002 05.3
103 thru 105	N41 17.8 E002 03.7	Z1 thru Z5	N41 18.5 E002 05.4
111, 112	N41 17.7 E002 03.7		
113, 114	N41 17.8 E002 03.7		
115	N41 17.8 E002 03.6		
123 thru 126	N41 17.7 E002 03.6		
127, 128	N41 17.8 E002 03.6		
300	N41 17.6 E002 04.6		
310, 312, 314	N41 17.6 E002 04.7		

LEBL/BCN

JEPPESEN
9 FEB 07 10-9D Eff 15 Feb

BARCELONA, SPAIN
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.

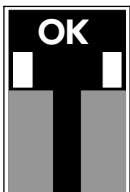
DISPLAY UNIT

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 guidance display (centerline and arrows indicating the direction to follow to be centred), as well as red bars when stop aircraft is indicated.
3. Distance indicators to the stop position composed by yellow and black lines located in a centred vertical column.

PILOT INSTRUCTIONS

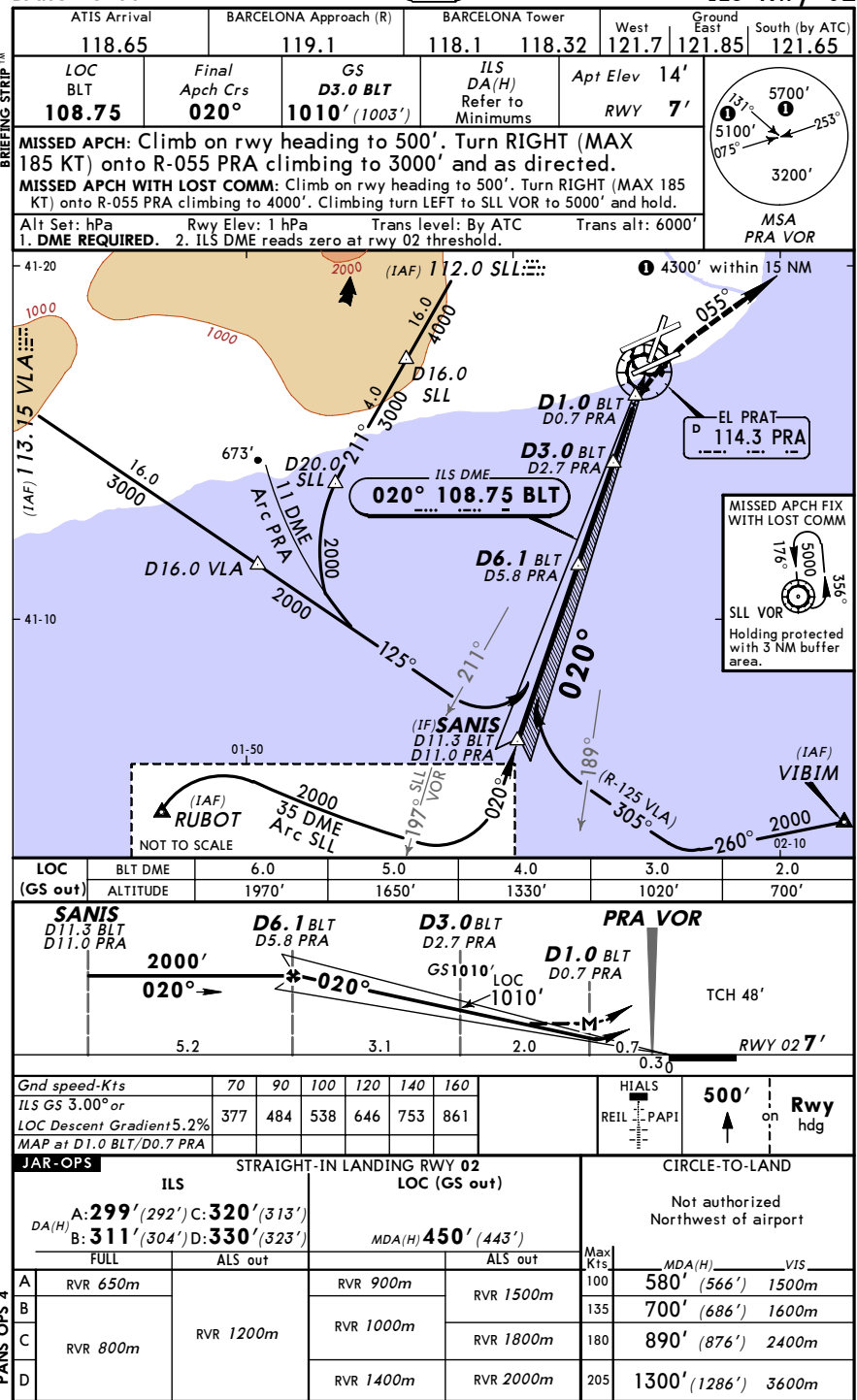
1. Check that the indicated aircraft type is the appropriate.
2. Taxi aligned with centerline watching centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the yellow arrow located in the centerline guidance indicator to follow the correct position and direction. A flashing red arrow indicate the turn direction.
5. If the aircraft speed exceeds the scheduled speed, the unit display indicates "SLOW DOWN" and the taxiing speed must be reduced.
6. The distance indicator is activated at 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.



LEBL/BCN
BARCELONA

JEPPESEN
9 FEB 07 11-01 Eff 15 Feb

BARCELONA, SPAIN
ILS Rwy 02



LEBL/BCN
BARCELONA

JEPPESEN
16 NOV 07
Eff 22 Nov (11-1)

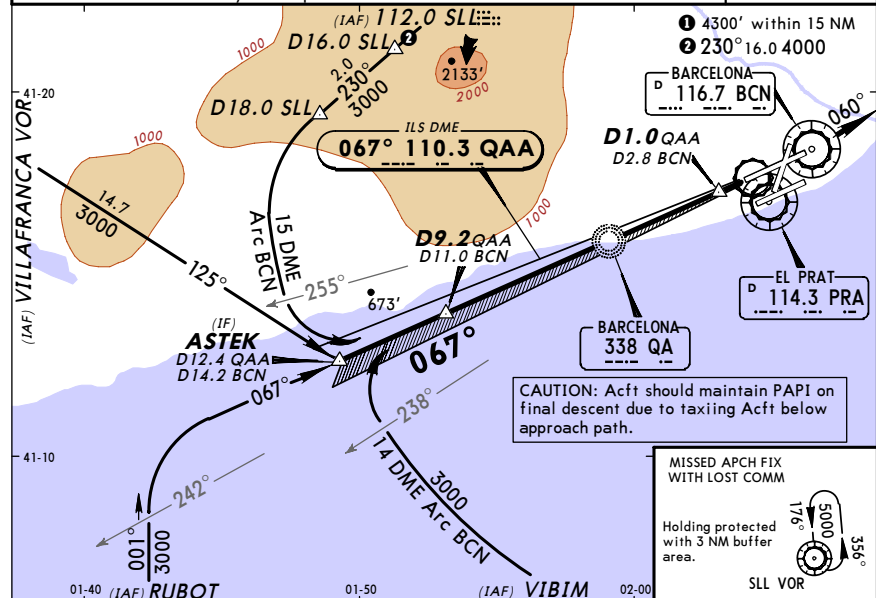
BARCELONA, SPAIN
ILS Rwy 07L

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
LOC QAA 110.3	Final Apc Crs 067°	GS Lctr 1444' (1436')	ILS DA(H) Refer to Minimums
Apt Elev 14'	RWY 8'		

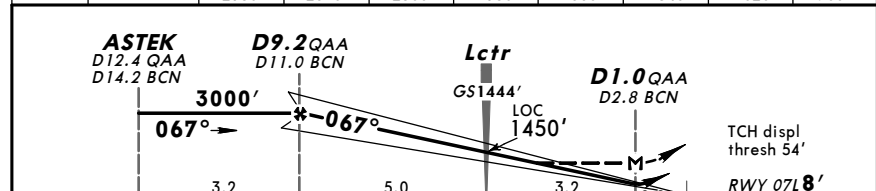
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

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.

MSA
PRA VOR



LOC (GS out)	QAA DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2930'	2610'	2300'	1980'	1660'	1340'	1020'	700'	



TO DISPLACED THRESHOLD							3.2	5.0	4.0	0.8	0
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II		BCN	3000'	BCN
ILS GS 3.00° or	377	484	538	646	753	861	REIL	PAPI	116.7	↑	116.7
LOC Descent Gradient 5.2%										↑	on R-066
MAP at D1.0 QAA/D2.8 BCN											

JAR-OPS				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
ILS				LOC (GS out)				Not authorized Northwest of airport			
A: 242' (234') C: 262' (254')				B: 254' (246') D: 273' (265')				MDA(H) 480' (472')			
FULL				ALS out				Max Kts			
A				B				100			
RVR 600m				RVR 1000m				580' (566')			
RVR 600m				RVR 1000m				135			
RVR 600m				RVR 1000m				700' (686')			
RVR 600m				RVR 1000m				180			
RVR 600m				RVR 1000m				890' (876')			
RVR 600m				RVR 1000m				205			
RVR 600m				RVR 1000m				1300' (1286')			

LEBL/BCN
BARCELONA

JEPPESEN
16 NOV 07
Eff 22 Nov (11-1A)

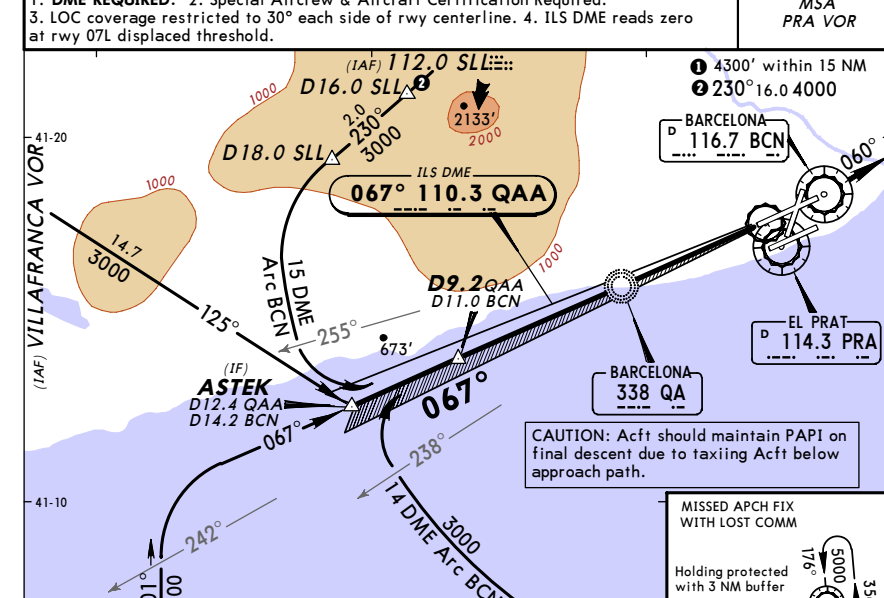
BARCELONA, SPAIN
CAT II ILS Rwy 07L

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
LOC QAA 110.3	Final Apc Crs 067°	GS Lctr 1444' (1436')	CAT II ILS RA/DA(H) Refer to Minimums
Apt Elev 14'	RWY 8'		

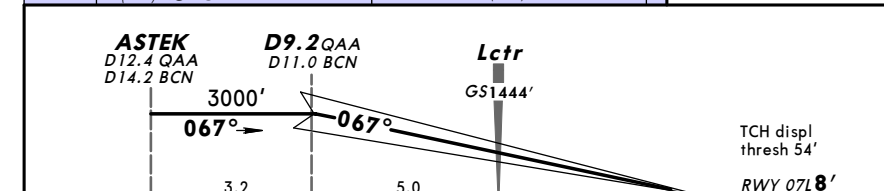
MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
1. DME REQUIRED. 2. Special Aircrew & Aircraft Certification Required.
3. LOC coverage restricted to 30° each side of rwy centerline. 4. ILS DME reads zero at rwy 07L displaced threshold.

MSA
PRA VOR



LOC (GS out)	QAA DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2930'	2610'	2300'	1980'	1660'	1340'	1020'	700'	



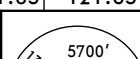
TO DISPLACED THRESHOLD							4.0		0	
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI	BCN 116.7	3000'	BCN 116.7
GS 3.00°	377	484	538	646	753	861		↑	↑	R-060

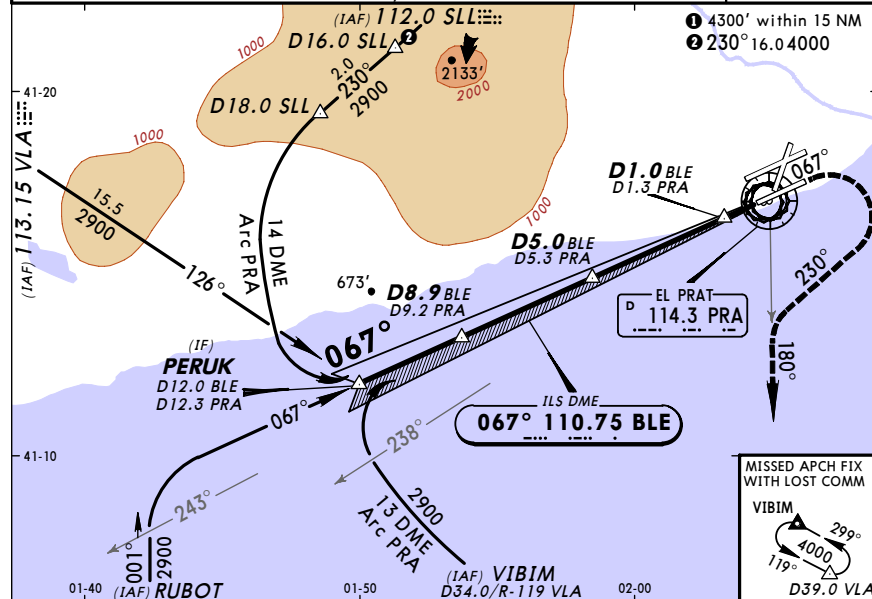
JAR-OPS				STRAIGHT-IN LANDING RWY 07L				CIRCLE-TO-LAND			
CAT II ILS				A				B			
RA 105'				RA 120'				RA 134'			
DA(H) 113' (105')				DA(H) 128' (120')				DA(H) 142' (134')			
RVR 300m				RVR 400m				RVR 450m			

LEBL/BCN
BARCELONA

JEPPesen
25 AUG 06 (11-2) Eff 31 Aug

BARCELONA, SPAIN
ILS Rwy 07R

BRIEFING STRIP	ATIS Arrival		BARCELONA Approach (R)		BARCELONA Tower		West	Ground East	South (by ATC)
	118.65		119.1		118.1 118.32		121.7	121.85	121.65
	LOC BLE	Final Apch Crs	GS	ILS	Apt Elev				
	110.75	067°	D5.0 BLE 1655' (1647')	DA(H) Refer to Minimums	14' 8'				
	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' and hold at VIBIM.								
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC		Trans alt: 6000'			
1. DME REQUIRED.		2. ILS DME reads zero at rwy 07R threshold.		MSA PRA VOR					



LOC	BLE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
(GS out)	ALTITUDE	2610'	2300'	1980'	1660'	1340'	1020'	700'

PERUK
D12.0 BLE
D12.3 PRA

2900'

067°

067°

D8.9 BLE
D9.2 PRA

LOC 1660'

D5.0 BLE
D5.3 PRA
GS1655'

D1.0 BLE
D1.3 PRA

TCH 54'

3.1

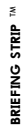
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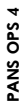
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RWY 07R 8'

BARCELONA, SPAIN
ILS Rwy 25L



PANS OPS 4

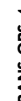


PANS OPS 4

PANS OPS 4



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LEBL/BCN
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26 JAN 07 (11-4)

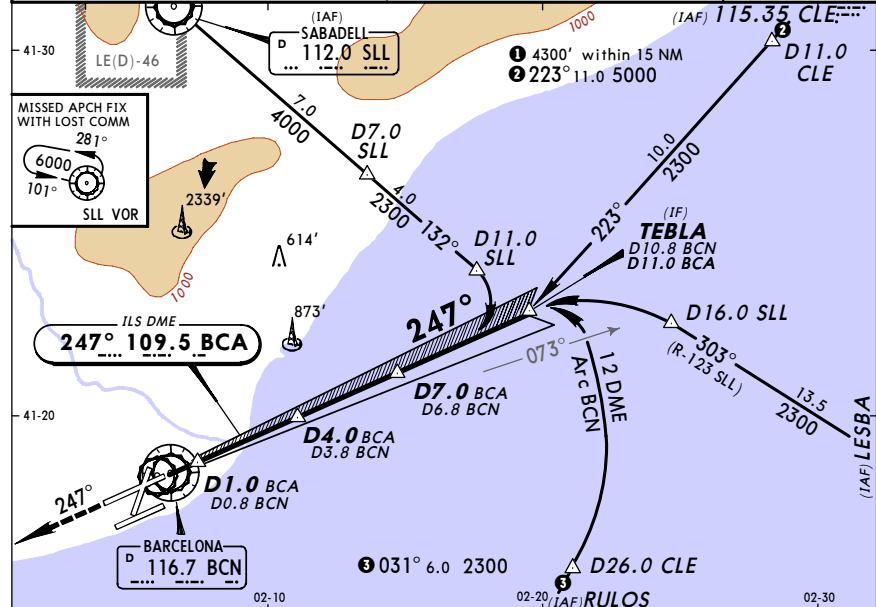
BARCELONA, SPAIN
ILS Rwy 25R

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
LOC BCA 109.5	Final Apch Crs 247°	GS D4.0 BCA 1350' (1340')	ILS DA(H) Refer to Minimums
Apt Elev 14'	RWY 10'		

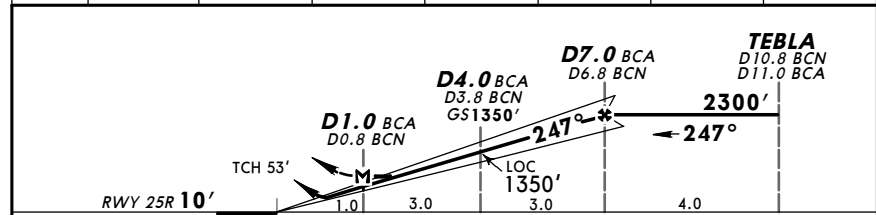
MISSED APCH: Climb on R-247 BCN to 3000' and as directed.

MISSED APCH WITH LOST COMM: Climb on R-247 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

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



LOC	BCA DME	2.0	3.0	4.0	5.0	6.0	7.0
(GS out)	ALTITUDE	710'	1030'	1350'	1660'	1980'	2300'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or	377	484	538	646	753	861
LOC Descent Gradient 5.2%						
MAP at D1.0 BCA/D0.8 BCN						

JAR-OPS				STRAIGHT-IN LANDING RWY 25R		CIRCLE-TO-LAND	
ILS				LOC (GS out)		Not authorized Northwest of airport	
A: 215' (205') C: 235' (225') B: 227' (217') D: 246' (236')				MDA(H) 470' (460')			
FULL				ALS out			
A				RVR 1400m		Max Kts: 100	
B				RVR 1500m		MDA(H) 580' (566')	
C				RVR 1600m		VTS 1500m	
D				RVR 1800m		135 700' (686')	

CHANGES: Minimums.

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LEBL/BCN
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26 JAN 07 (11-4A)

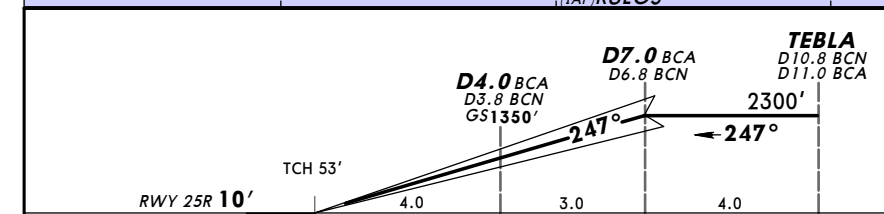
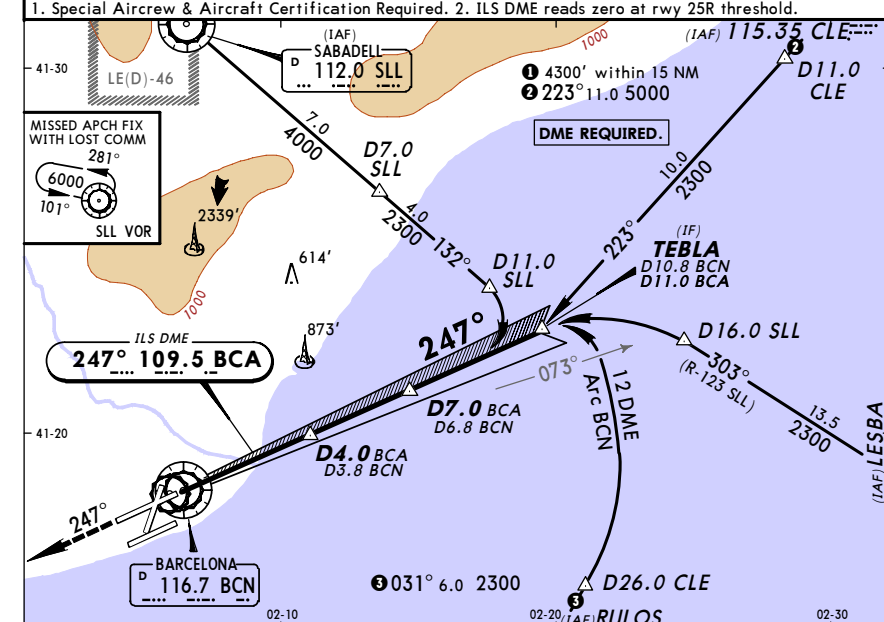
BARCELONA, SPAIN
CAT II ILS Rwy 25R

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
LOC BCA 109.5	Final Apch Crs 247°	GS D4.0 BCA 1350' (1340')	CAT II ILS RA/DA(H) Refer to Minimums
Apt Elev 14'	RWY 10'		

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 climbing to 6000' and hold.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 25R threshold.



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

JAR-OPS				STRAIGHT-IN LANDING RWY 25R		CAT II ILS	
ILS				LOC (GS out)		Not authorized Northwest of airport	
A: 215' (205') C: 235' (225') B: 227' (217') D: 246' (236')				MDA(H) 470' (460')			
FULL				ALS out			
A				RVR 1400m		Max Kts: 100	
B				RVR 1500m		MDA(H) 580' (566')	
C				RVR 1600m		VTS 1500m	
D				RVR 1800m		135 700' (686')	

CHANGES: None.

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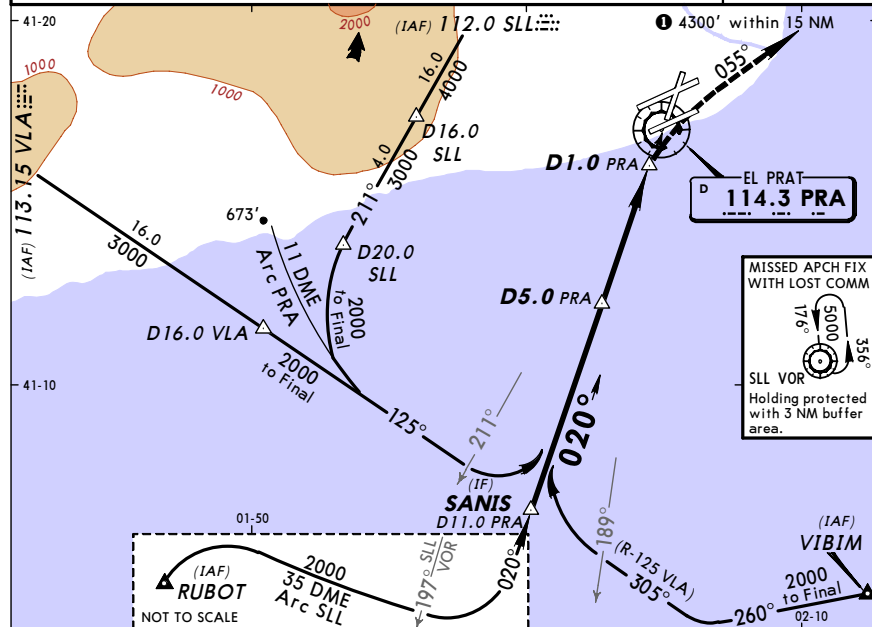
LEBL/BCN
BARCELONA

JEPPESEN
16 NOV 07
Eff 22 Nov (13-1)

BARCELONA, SPAIN
VOR Rwy 02

BRIEFING STRIP

ATIS Arrival		BARCELONA Approach (R)		BARCELONA Tower		West	Ground East	South (by ATC)
118.65		119.1		118.1 118.32		121.7	121.85	121.65
VOR PRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev				
114.3	020°	D5.0 PRA 1800' (1786')	500' (486')	14'				
MISSED APCH: Immediately turn RIGHT (MAX 185 KT) to intercept R-055 PRA climbing to 3000' and as directed.								
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'		
DME REQUIRED.							MSA PRA VOR	



PRA DME	4.0	3.0	2.0
ALTITUDE	1480'	1150'	820'
SANIS D11.0 PRA			
D5.0 PRA			
PRA VOR			
D1.0 PRA			
APT 14'			

Gnd speed-Kts	70	90	100	120	140	160	HIALS	REIL	PAPI	3000'	185 KT MAX	PRA 114.3
Descent Gradient 5.4%	383	492	547	656	766	875						
MAP at D1.0 PRA												

JAR-OPS			STRAIGHT-IN LANDING RWY 02			CIRCLE-TO-LAND		
			MDA(H) 500' (486')			Not authorized Northwest of airport		
			ALS out			Max Kts		
						MDA(H) VIS		
A	RVR 1000m		RVR 1500m			100	580' (566')	1500m
B	RVR 1200m					135	700' (686')	1600m
C	RVR 1200m					180	890' (876')	2400m
D	RVR 1600m		RVR 2000m			205	1300' (1286')	3600m

CHANGES: None.

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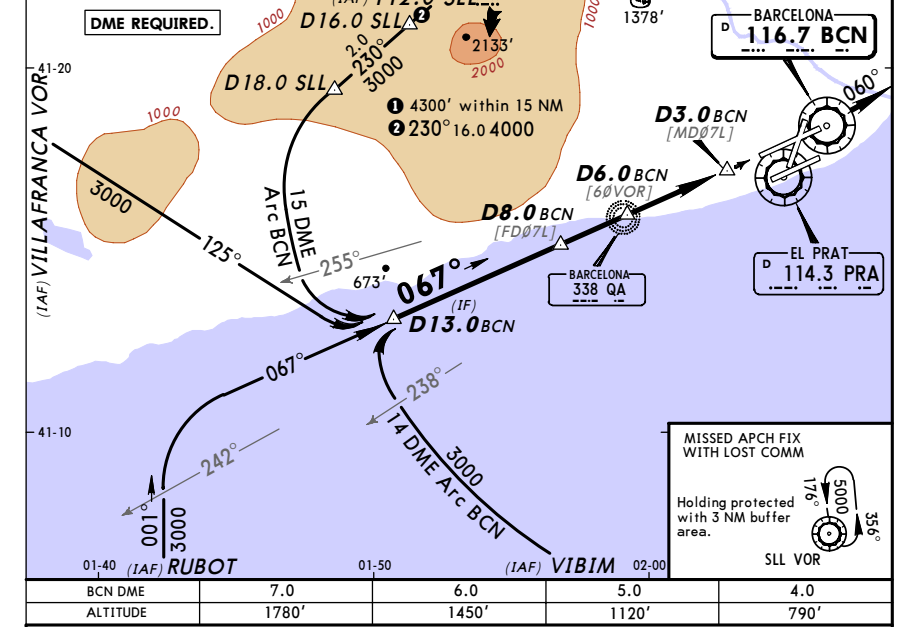
LEBL/BCN
BARCELONA

JEPPESEN
16 NOV 07
Eff 22 Nov (13-2)

BARCELONA, SPAIN
VOR Rwy 07L

BRIEFING STRIP

ATIS Arrival		BARCELONA Approach (R)		BARCELONA Tower		West	Ground East	South (by ATC)
118.65		119.1		118.1 118.32		121.7	121.85	121.65
VOR BCN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev				
116.7	067°	D8.0 BCN 2100' (2086')	480' (466')	14'				
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.								
Alt Set: hPa		Apt Elev: 1 hPa		Trans level: By ATC		Trans alt: 6000'		
DME REQUIRED.						MSA PRA VOR		



BCN DME	7.0	6.0	5.0	4.0
ALTITUDE	1780'	1450'	1120'	790'
D13.0 BCN				
D8.0 BCN				
D6.0 BCN				
D3.0 BCN				
BCN VOR				
APT 14'				

Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	REIL	PAPI	BCN 116.7	3000'	BCN 116.7
Desc Grad 5.41% or Descent angle [3.10°]	384	494	548	658	768	878						
MAP at D3.0 BCN												

JAR-OPS			STRAIGHT-IN LANDING RWY 07L			CIRCLE-TO-LAND		
			MDA(H) 480' (466')			Not authorized Northwest of airport		
			ALS out			Max Kts		
						MDA(H) VIS		
A	RVR 1000m		RVR 1500m			100	580' (566')	1500m
B	RVR 1200m					135	700' (686')	1600m
C	RVR 1200m					180	890' (876')	2400m
D	RVR 1600m		RVR 2000m			205	1300' (1286')	3600m

CHANGES: MSA. Procedure.

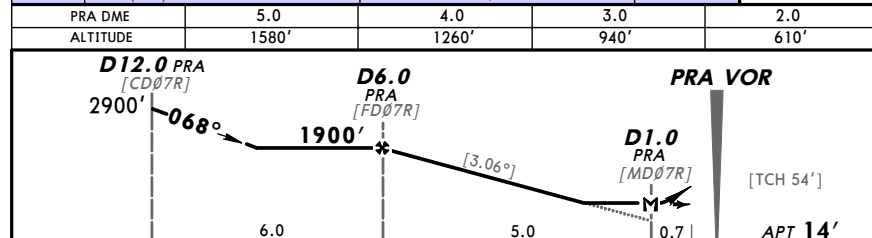
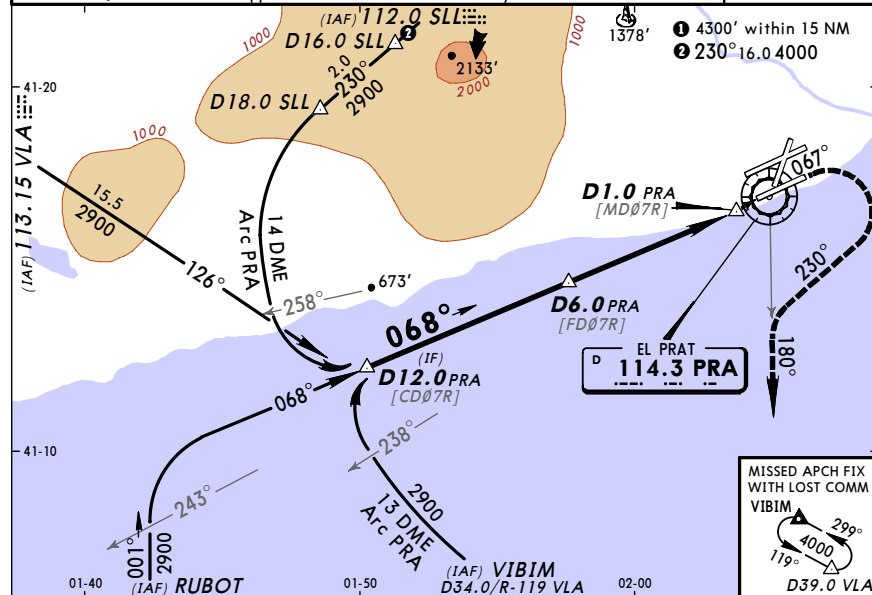
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LEBL/BCN
BARCELONA

JEPPesen
26 JAN 07 (13-3)

BARCELONA, SPAIN
VOR Rwy 07R

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
VOR PRA 114.3	Final Apch Crs 068°	Minimum Alt D6.0 PRA 1900' (1886')	MDA(H) 420' (406')
Apt Elev 14'			
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' and hold at VIBIM.			
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
1. DME REQUIRED. 2. Final approach track offset 1° from rwy centerline.			



Gnd speed-Kts	70	90	100	120	140	160
Desc Grad 5.34% or Descent angle [3.06°]	379	487	541	650	758	866
MAP at D1.0 PRA						

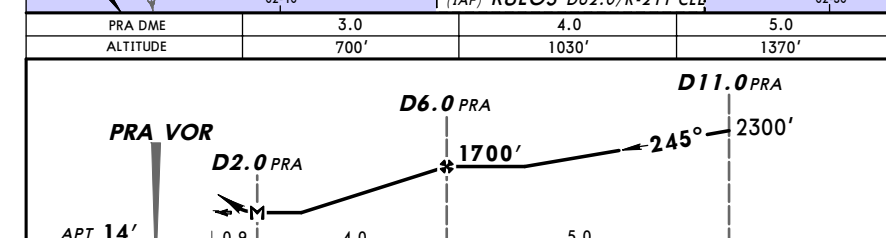
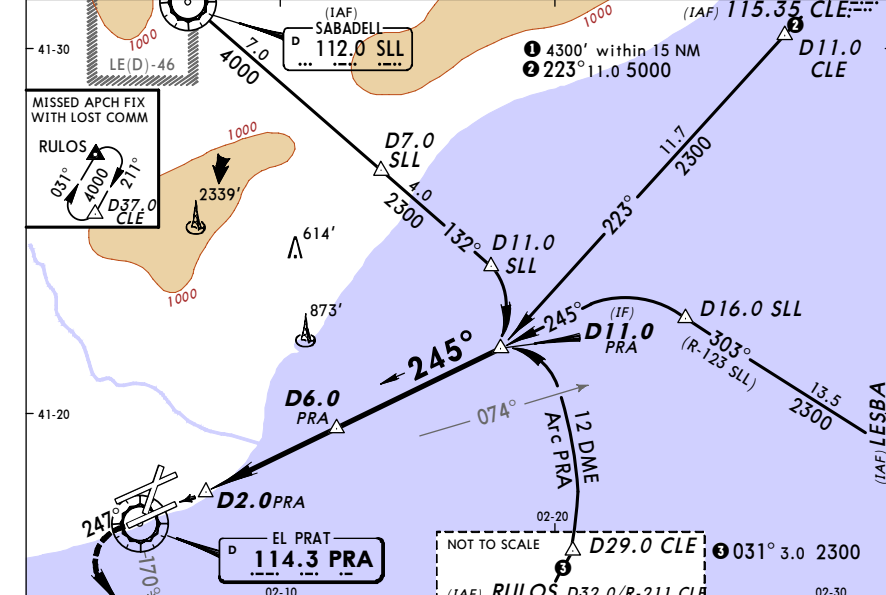
JAR-OPS STRAIGHT-IN LANDING RWY 07R			CIRCLE-TO-LAND Not authorized Northwest of airport		
MDA(H) 420' (406')			MDA(H) 500' on 067°		
ALS out			VTS		
A	RVR 900m		Max Kts	MDA(H)	VTS
B	RVR 1000m	RVR 1500m	100	580' (566')	1500m
C	RVR 1400m	RVR 1800m	135	700' (686')	1600m
D	RVR 1400m	RVR 2000m	180	890' (876')	2400m
			205	1300' (1286')	3600m

LEBL/BCN
BARCELONA

JEPPesen
26 JAN 07 (13-4)

BARCELONA, SPAIN
VOR Rwy 25L

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
VOR PRA 114.3	Final Apch Crs 245°	Minimum Alt D6.0 PRA 1700' (1686')	MDA(H) 530' (516')
Apt Elev 14'			
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 to 4000' and hold.			
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'
1. DME REQUIRED. 2. Final approach track offset 2° from rwy centerline.			



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.5% MAP at D2.0 PRA	390	501	557	668	780	891
MAP at D2.0 PRA						

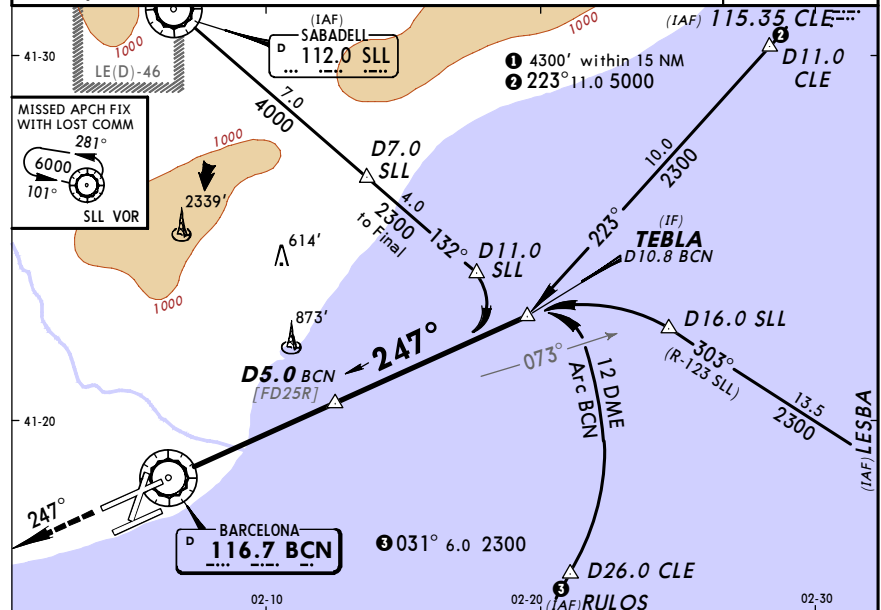
JAR-OPS STRAIGHT-IN LANDING RWY 25L			CIRCLE-TO-LAND Not authorized Northwest of airport		
MDA(H) 530' (516')			MDA(H) 500' on 247°		
ALS out			VTS		
A	RVR 1400m		Max Kts	MDA(H)	VTS
B	RVR 1500m	RVR 1500m	100	580' (566')	1500m
C	RVR 1600m	RVR 2000m	135	700' (686')	1600m
D	RVR 1800m		180	890' (876')	2400m
			205	1300' (1286')	3600m

LEBL/BCN
BARCELONA

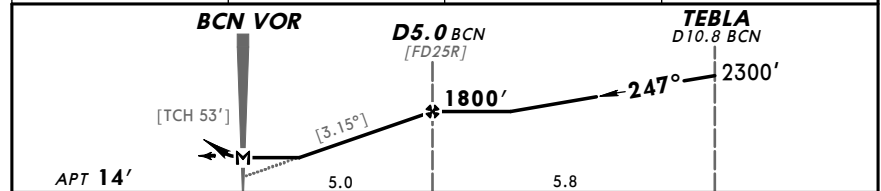
JEPPESEN
26 JAN 07 (13-5)

BARCELONA, SPAIN
VOR Rwy 25R

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	West	Ground East	South (by ATC)
118.65	119.1	118.1 118.32	121.7	121.85	121.65
VOR BCN 116.7	Final Apch Crs 247°	Minimum Alt D5.0 BCN 1800' (1786')	MDA(H) 540' (526')	Apt Elev 14'	
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 climbing to 6000' and hold.					
Alt Set: hPa DME REQUIRED.	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'	MSA BCN VOR	



BCN DME	2.0	3.0	4.0
ALTITUDE	800'	1140'	1470'



Gnd speed-Kts	70	90	100	120	140	160
Desc Grad 5.50% or Descent angle [3.15°]	390	502	557	669	780	892
MAP at BCN VOR						

HIALS-II
REIL PAPI PAPI

3000' on 116.7 R-247

JAR-OPS STRAIGHT-IN LANDING RWY 25R			CIRCLE-TO-LAND		
MDA(H) 540' (526')			Not authorized Northwest of airport		
ALS out			Max Kts	MDA(H)	VIS
A	RVR 1400m	RVR 1500m	100	580' (566')	1500m
B	RVR 1500m	RVR 1500m	135	700' (686')	1600m
C	RVR 1600m	RVR 2000m	180	890' (876')	2400m
D	RVR 1800m	RVR 2000m	205	1300' (1286')	3600m