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 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.


<table>
<thead>
<tr>
<th>Arrival</th>
<th>Departure</th>
</tr>
</thead>
<tbody>
<tr>
<td>TWY M</td>
<td>TWY T</td>
</tr>
<tr>
<td>TWY S</td>
<td>West</td>
</tr>
<tr>
<td>TWY T</td>
<td>East</td>
</tr>
<tr>
<td>07L</td>
<td>07L no restrictions</td>
</tr>
<tr>
<td>07R</td>
<td>07R East West</td>
</tr>
<tr>
<td>25L</td>
<td>25L West East</td>
</tr>
<tr>
<td>25R</td>
<td>25R East West</td>
</tr>
<tr>
<td>25R</td>
<td>25R bidirectional East West</td>
</tr>
</tbody>
</table>

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 RVRs 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 ofRWY-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 notify ATC. ACFT will abandon the landing RWY only through those exits having centerline lights.

1.3.2.2. GENERAL TAXI DIRECTIONS

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.
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, 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 D6, 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 RWY 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

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 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.
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-around'.

Unless ATC advises otherwise, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

<table>
<thead>
<tr>
<th>RWY</th>
<th>Rapid Exit</th>
<th>ACFT</th>
<th>Dist from THR ft(m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>02</td>
<td>UB</td>
<td>all</td>
<td>6696' (2041m)</td>
</tr>
<tr>
<td>07L</td>
<td>ZA</td>
<td>all</td>
<td>6115' (1864m)</td>
</tr>
<tr>
<td></td>
<td>BA</td>
<td>light &amp; medium</td>
<td>4029' (1228m)</td>
</tr>
<tr>
<td></td>
<td>CA</td>
<td>light</td>
<td>3015' (919m)</td>
</tr>
<tr>
<td>07R</td>
<td>G4</td>
<td>all</td>
<td>6736' (2053m)</td>
</tr>
<tr>
<td></td>
<td>G5</td>
<td>all</td>
<td>5587' (1703m)</td>
</tr>
<tr>
<td></td>
<td>G6</td>
<td>light &amp; medium</td>
<td>4600' (1402m)</td>
</tr>
<tr>
<td>25L</td>
<td>G9</td>
<td>all</td>
<td>6736' (2053m)</td>
</tr>
<tr>
<td></td>
<td>G8</td>
<td>all</td>
<td>5587' (1703m)</td>
</tr>
<tr>
<td></td>
<td>G7</td>
<td>light &amp; medium</td>
<td>4600' (1402m)</td>
</tr>
<tr>
<td>25R</td>
<td>KA</td>
<td>all</td>
<td>10212' (3115m)</td>
</tr>
<tr>
<td></td>
<td>HA</td>
<td>all</td>
<td>7903' (2409m)</td>
</tr>
<tr>
<td></td>
<td>GA</td>
<td>all</td>
<td>6870' (2094m)</td>
</tr>
<tr>
<td></td>
<td>EB</td>
<td>light &amp; medium</td>
<td>5305' (1617m)</td>
</tr>
<tr>
<td></td>
<td>CB</td>
<td>light &amp; medium</td>
<td>4183' (1275m)</td>
</tr>
</tbody>
</table>

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 landing 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.

2.6. COMMUNICATION FAILURE

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

Intercept the "MISSING APCH WITH LOST COMM" procedure on the corresponding approach chart and execute at least one holding at:
- S1L for RWYS 07L, 25R and 02;
- S1B1M 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.
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, B2 or 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.

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 Vfe+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, SPAIN

ATIS

16 NOV 07 0-20 118.65

Apt Elev

14'

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

ALPHA (MHA) BY ATC

ATM: 112.0 SLL
AMA FL100

ALPHA (MHA) BY ATC

AGENA 1K, 1L, 1M
AGENA 2P, 2Q
AGENA 1R
DALIN 1K, 1L, 1M
DALIN 2P, 2Q
DALIN 1R
DUNES 1K, 1L, 1M
DUNES 2P, 2Q
DUNES 1R
GRAUS 1K, 1L, 1M
GRAUS 2P, 2Q
GRAUS 1R
LARPA 1K, 1L, 1M
LARPA 2P, 2Q
LARPA 1R
LOBAR 1K, 1L, 1M
LOBAR 2P, 2Q
LOBAR 1R
LOTOS 1K, 1L, 1M
LOTOS 2P, 2Q
LOTOS 1R
MOPAS 1K, 1L, 1M
MOPAS 2P, 2Q
MOPAS 1R
OKABI 1K, 1L, 1M
OKABI 2P, 2Q
OKABI 1R
SENIA 1K, 3L, 3M
SENIA 2P, 2Q
SENIA 3R
VERSO 1K, 1L, 1M
VERSO 2P, 2Q
VERSO 1R

FROM NORTHWEST

atte

FL100

H 3200' within 15 NM

BCN/PRA VOR

4300' within 15 NM

10-3B
10-3C
10-3D
10-3E
10-3F
10-3G
10-3H
10-3J
10-3J1
10-3J2
10-3J3
10-3J4
10-3J5
10-3J6
10-3J7
10-3J8
10-3K
10-3L
10-3L1
10-3L2
10-3L3
10-3L4
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10-3L7
10-3L8
10-3M
10-3N
10-3N1
10-3N2
10-3N3
10-3N4
10-3N5

FOR SID DESIGNATION REFER TO PAGE 10-3A

INDEX

AGENA 1K, 1L, 1M
AGENA 2P, 2Q
AGENA 1R
DALIN 1K, 1L, 1M
DALIN 2P, 2Q
DALIN 1R
DUNES 1K, 1L, 1M
DUNES 2P, 2Q
DUNES 1R
GRAUS 1K, 1L, 1M
GRAUS 2P, 2Q
GRAUS 1R
LARPA 1K, 1L, 1M
LARPA 2P, 2Q
LARPA 1R
LOBAR 1K, 1L, 1M
LOBAR 2P, 2Q
LOBAR 1R
LOTOS 1K, 1L, 1M
LOTOS 2P, 2Q
LOTOS 1R
MOPAS 1K, 1L, 1M
MOPAS 2P, 2Q
MOPAS 1R
OKABI 1K, 1L, 1M
OKABI 2P, 2Q
OKABI 1R
SENIA 1K, 3L, 3M
SENIA 2P, 2Q
SENIA 3R
VERSO 1K, 1L, 1M
VERSO 2P, 2Q
VERSO 1R

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REF TO CHART

10-3A
10-3B
10-3C
10-3D
10-3E
10-3F
10-3G
10-3H
10-3J
10-3J1
10-3J2
10-3J3
10-3J4
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10-3L8
10-3M
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10-3N1
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10-3N4
10-3N5

REF TO CHART
### SID DESIGNATION REFER TO CHART

<table>
<thead>
<tr>
<th>SID</th>
<th>REFER TO CHART</th>
</tr>
</thead>
<tbody>
<tr>
<td>AGENA 1A, 1G</td>
<td>10-3N6</td>
</tr>
<tr>
<td>AGENA 1B, 1E</td>
<td>10-3N7</td>
</tr>
<tr>
<td>AGENA 2D, 2W</td>
<td>10-3N8</td>
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<td>CLE 1A, 1G</td>
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<td>MOPAS 5A, 1G</td>
<td>10-3V</td>
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<td>MOPAS 5B, 5E</td>
<td>10-3V1</td>
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<tr>
<td>MOPAS 7D, 2W</td>
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<tr>
<td>OKABI 5A, 1G</td>
<td>10-3V3</td>
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<tr>
<td>OKABI 5B, 5E</td>
<td>10-3V4</td>
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<td>VERSO 1A, 1G</td>
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</tr>
<tr>
<td>VLA 2D, 2W</td>
<td>10-3X4</td>
</tr>
</tbody>
</table>

### CHANGES:
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.
AGENA TWO PAPA (AGENA 2P) [AGEN2P]
AGENA TWO QUEBEC (AGENA 2Q) [AGEN2Q]
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

AGENA ONE ROMEO (AGENA 1R) [AGEN1R]
RWY 07R RNAV DEPARTURE
SPEED: MAX 250 KT BELOW FL100

CHANGES: RNAV SIDs renumbered & revised; airport name.
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. For runway configuration refer to Airport Briefing pages.

RWYS 25R, 20, 25L RNAV DEPARTURES

ALLEY 304' per NM (5%) until leaving

P-RNAV APPROVAL REQUIRED

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

SPEED:

MAX 250 KT BELOW FL100

BARCELONA

RWYS 02, 20, 07L RNAV DEPARTURES

ALLEY 304' per NM (5%) until leaving

P-RNAV APPROVAL REQUIRED

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

SPEED:

MAX 250 KT BELOW FL100

BARCELONA

RWYS 25R, 20, 25L RNAV DEPARTURES

ALLEY 304' per NM (5%) until leaving
**JeppView 3.5.2.0**

**LEBL/BCN**

**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.

**Apt Elev 14'**

Inflight level: By ATC

1. Max 250 KT Below FL100

**Initial Climb/Routeing**

**Speed** Max 250 KT Below FL100

<table>
<thead>
<tr>
<th>FL</th>
<th>Speed (KT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000'</td>
<td>304</td>
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<td>3000'</td>
<td>243</td>
</tr>
<tr>
<td>5000'</td>
<td>233</td>
</tr>
</tbody>
</table>

**Challenges**

1. Climber on runway heading to 500', turn RIGHT, intercept PRA R-119 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BLO10, then to DUNES.

2. Climber on runway heading to 500', turn RIGHT, intercept PRA R-119 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BLO10, then to DUNES.

**Changes**

Apt Elev 14' turns before departure end of runway (DER) are not allowed.

Climber on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BLO49, then to FEV1K, then to DALIN.

**BCN/R-119/D54.5**

**BCN**

**DUNES**

**DUNES ONE KILO (DUNES 1K)**

**DUNES ONE LIMA (DUNES 1L)**

**DUNES ONE MIKE (DUNES 1M)**

**RWY 02, 20, 07L RNAV DEPARTURES**

**Speed** Max 250 KT Below FL100

<table>
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<th>FL</th>
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**Challenges**

1. Climber on runway heading to 500', turn RIGHT, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BLO10, then to DUNES.

2. Climber on runway heading to 500', turn RIGHT, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BLO10, then to DUNES.

**Changes**

Climber on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BLO49, then to FEV1K, then to DALIN.

Climber on runway heading to 500', turn RIGHT, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BLO10, then to DUNES.
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

DUNES TWO QUEBEC (DUNES 2Q)

RWY 25L, Do not overshoot
BCN R-236 on initial turn.

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

For runway configuration refer to Airport Briefing pages.

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.

For runway configuration refer to Airport Briefing pages.

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

INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to PERAL (D6 PRA), then to GAVMA (D6 BCN).
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.

**GRAUS ONE KILO (GRAUS 1K) [GRAU1K]**
**GRAUS ONE LIMA (GRAUS 1L) [GRAU1L]**
**GRAUS ONE MIKE (GRAUS 1M) [GRAU1M]**

**RWYS 02, 20, 07L RNAV DEPARTURES**

**MAX 250 KT BELOW FL100**

- **GRAUS**
  - N41 38.7 E002 22.6
  - (BCN R-299/D87.7) [GRAU2P]
  - At or above 4700'

- **BL007**
  - N41 25.8 E002 19.7
  - At or above 3000'

- **BLO09**
  - N41 45.0 E001 48.5
  - A1 or above 4700'

- **BLO40**
  - N41 32.3 E002 23.7
  - At or above FL120

**NATIONAL CLIMB**

- **N41 31.2 E002 06.6**

**SPEED**

- MAX 250 KT

**AIRPORT NAME**

- **GRAUS**
  - N41 11.6 E002 06.5

**RNAV (DME/DME)**

- **N41 32.5 E002 04.9**

**BANK 15°**

- **N41 58.7 E000 22.6** (GRAUS 2Q)
  - [GRAU2Q]

**GRAUS ONE LIMA (GRAUS 1L) [GRAU1L]**

**RWYS 25S, 20, 25L RNAV DEPARTURES**

**MAX 250 KT BELOW FL100**

- **GRAUS**
  - N41 18.4 E002 06.5

- **EL PRAT**
  - N41 17.0 E002 04.9

- **VILLANUEVA**
  - N41 12.6 E002 42.4

- **GRUA DE BORDA**
  - N41 30.1 E001 30.5

**INITIAL CLIMB/Routing**

- **N41 12.6 E002 16.5**

**A1 or above 500'**

**SPEED 200 KT**

**NATIONAL CLIMB**

- **N41 31.2 E002 06.6**

**SPEED**

- MAX 250 KT

**AIRPORT NAME**

- **GRAUS**
  - N41 18.4 E002 06.5

**RNAV (DME/DME)**

- **N41 30.1 E001 30.5**

**BANK 15°**

- **N41 18.4 E002 06.5**

**GRAUS ONE MIKE (GRAUS 1M) [GRAU1M]**

**RWYS 02, 20, 07L RNAV DEPARTURES**

**MAX 250 KT BELOW FL100**

- **GRAUS**
  - N41 17.0 E002 04.9

- **EL PRAT**
  - N41 17.0 E002 04.9

- **VILLANUEVA**
  - N41 12.6 E002 42.4

**INITIAL CLIMB/Routing**

- **N41 12.6 E002 16.5**

**A1 or above 500'**

**SPEED 200 KT**

**NATIONAL CLIMB**

- **N41 31.2 E002 06.6**

**SPEED**

- MAX 250 KT

**AIRPORT NAME**

- **GRAUS**
  - N41 18.4 E002 06.5

**RNAV (DME/DME)**

- **N41 30.1 E001 30.5**

**BANK 15°**

- **N41 18.4 E002 06.5**

**GRAUS ONE MIKE (GRAUS 1M) [GRAU1M]**

**RWYS 02, 20, 07L RNAV DEPARTURES**

**MAX 250 KT BELOW FL100**

- **GRAUS**
  - N41 17.0 E002 04.9

- **EL PRAT**
  - N41 17.0 E002 04.9

- **VILLANUEVA**
  - N41 12.6 E002 42.4

**INITIAL CLIMB/Routing**

- **N41 12.6 E002 16.5**

**A1 or above 500'**

**SPEED 200 KT**

**NATIONAL CLIMB**

- **N41 31.2 E002 06.6**

**SPEED**

- MAX 250 KT
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.

**GRAUS ONE ROMEO (GRAUS 1R) [GRAU1R]**

**RWY 07R RNAV DEPARTURE**

**SIDR** MAX 250 KT BELOW FL100

- **At Elevation 14'**
- **Trans level:** By ATC
- **Trans alt:** 6000'

- **LARPA ONE KILO (LARPA 1K) [LARP1K]**
- **LARPA ONE LIMA (LARPA 1L) [LARP1L]**
- **LARPA ONE MIKE (LARPA 1M) [LARP1M]**

**RWYS 02, 20, 07L RNAV DEPARTURES**

**SIDR** MAX 250 KT BELOW FL100

- **At Elevation 14'**
- **Trans level:** By ATC
- **Trans alt:** 6000'

These SIDs require minimum climb gradients of:

- **LARPA 1K**: 304’ per NM (5%) until leaving 1000’.
- **LARPA 1M**: 346’ per NM (5.7%) until leaving 1800’.

**INITIAL CLIMB/ROUTING**

- **SID**
- **RWY**
- **CLIMB**

**CHANGES:** Airport name.

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>Initial Climb/Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>LARPA 1K</td>
<td>02</td>
<td>Climb on runway heading to 500’, turn RIGHT, intercept PRA R-290 to SUKOS (D7 PRA), then to BLO40, then to BL009, then to GRAUS.</td>
</tr>
<tr>
<td>LARPA 1L</td>
<td>20</td>
<td>Climb on runway heading, intercept PRA R-198 to D2 PRA, turn LEFT, intercept 091’ bearing from VWL to CORVA, then to BLO10, then to TABOS, then to LARPA.</td>
</tr>
<tr>
<td>LARPA 1M</td>
<td>07L</td>
<td>Climb on runway heading to BCN R-867 to DILUM (D3 BCN), then to BLO10, then to TABOS, then to LARPA.</td>
</tr>
</tbody>
</table>

**NOTES:**

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

**END OF PAGE**
LEBL/BCN
BARCELONA, SPAIN
13 OCT 06 10-3J7

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

SPEED:
MAX 250 KT BELOW FL100

CHANGES:
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.

For runway configuration refer to Airport Briefing pages.

CHANGES:
- RNAV SIDs renumbered & revised; airport name.
- MSA

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

INITIAL CLIMB/Routing
Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to PERAL (D8 PRA).

LEBL/BCN
BARCELONA, SPAIN
13 OCT 06 10-3J7

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

CHANGES:
- Airport name.
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.

3. These SIDs require minimum climb gradients of

   - LOBAR 1K: 304' per NM (5%) until leaving 1000'
   - LOBAR 1M: 346' per NM (5.7%) until leaving 1800'

4.INITIAL CLIMB/ROUTING

   - LOBAR 1K: Climb on runway heading to 500', then turn RIGHT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL008, then to BL053, then to LOBAR.
   - LOBAR 1L: 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: 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.

5. Cross BL053 at or below FL120.

6. Not to scale
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.

For runway configuration refer to Airport Briefing pages.

These SIDs require minimum climb gradients of

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

LOTOS 1M
346° per NM (5.7%) until leaving 1800'.

INITIAL CLIMB/ROUTING

Climb on runway heading to 500', turn RIGHT, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn RIGHT to LOTOS.

Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn RIGHT to LOTOS.

Climb on runway heading to BCN, BCN R-129 to CORVA (D9.6 BCN), then to BLO08, then to BLO05, then to LOBAR.

Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to LOTOS.

Climb on runway heading to BL008 to BL053, then to BLO05, then to LOTOS.
**JEPPESEN**

**JeppView 3.5.2.0**

**NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 10-2008**

**Licensed to Elefant air. Printed on 06 Sep 2008.**

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**LEBL/BCN**

**BARCELONA, SPAIN**

**RNAV SID**

**13 OCT 06**

**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**

---

**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**

---

**LOTOS ONE ROMEO (LOTOS 1R) [LOTO1R]**

**RWY 07R RNAV DEPARTURE**

**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 GAVMA to DOTIS (D5.5 PRA).

**25L**

Climb on runway heading to DOTIS (D5.5 PRA), then to GAVMA (D6 BCN).

**SID**

**ROUTING**

**LOTOS 2P**

GAVMA (3500') - BL047 - BL014 - LOTOS.

**LOTOS 2Q**

DOTIS (3000') - BL047 - BL014 - LOTOS.

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**CHANGES: RNAV SIDs renumbered & revised; airport name.**

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These SIDs require minimum climb gradients of

MOPAS 1K
304' per NM (5%) until leaving 1000'.
346' per NM (5.7%) until leaving 1800'.

INITIAL CLIMB/ROUTING

<table>
<thead>
<tr>
<th>SID</th>
<th>RWY</th>
<th>INITIAL CLIMB/ROUTING</th>
</tr>
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<tbody>
<tr>
<td>MOPAS 1K</td>
<td>02</td>
<td>Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BLO07 (D12.4 BCN), then to BLO04, then to BLO09, then to MOPAS.</td>
</tr>
<tr>
<td>MOPAS 1L</td>
<td>20</td>
<td>Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BLO40, then to BLO09, then to MOPAS.</td>
</tr>
<tr>
<td>MOPAS 1M</td>
<td>07L</td>
<td>Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BLO07 (D12.4 BCN), then to BLO04, then to BLO09, then to MOPAS.</td>
</tr>
</tbody>
</table>

AIRPORT NAME: BARCELONA, SPAIN

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.
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.

For runway configuration refer to Airport Briefing pages.

OKABI ONE KILO (OKABI 1K)  [OKAB1K]
OKABI ONE LIMA (OKABI 1L)  [OKAB1L]
OKABI ONE MIKE (OKABI 1M)  [OKAB1M]

RWY 07R RNAV DEPARTURE
SPEED: MAX 250 KT BELOW FL100

OKABI ONE KILO (OKABI 1K)  [OKAB1K]
OKABI ONE LIMA (OKABI 1L)  [OKAB1L]
OKABI ONE MIKE (OKABI 1M)  [OKAB1M]

RWY 02, 20, 07L RNAV DEPARTURES
SPEED: MAX 250 KT BELOW FL100

OKABI ONE KILO (OKABI 1K)  [OKAB1K]
OKABI ONE LIMA (OKABI 1L)  [OKAB1L]
OKABI ONE MIKE (OKABI 1M)  [OKAB1M]

RWY 07R RNAV DEPARTURE
SPEED: MAX 250 KT BELOW FL100
OKABI TWO PAPA (OKABI 2P) [OKAB2P]
OKABI TWO QUEBEC (OKABI 2Q) [OKAB2Q]
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

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

CHANGES: RNAV SIDs renumbered & revised; airport name.

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.

Flights leaving BARCELONA must request clearance from BARCELONA Clearance.

All flights are to request ATC for RNAV-SID assistance on initial contact.

Attenuation of radio communications and their likely impact on flight operations has been calculted and is shown in red shading on the diagram.

Changes to the existing RNAV-SID's are shown in red shading.

In the event of radio communications failure enroute, BARCELONA Clearance will try to establish contact with the aircraft in red shading by their SSR code and will provide radar vectors back to the airport.

Correction of radio communications failure prior to reaching the minimum safe altitude is NOT allowed.

If radio communications fail during descent, the aircraft will descend to 3000' to turn right, intercept PRA R-090 to SUKOS (D7 PRA) then to BL040, then to OKABI. The submitted plan for RNAV-SID 125 is invalid in the event of radio communications failure.

For runway configuration refer to Airport Briefing pages.

Turns before departure and after runway 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.  © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.
These SIDs require minimum climb gradients of:

- **SENI1K**
  - 304' per NM (5%) until leaving 1000'.
  - 346' per NM (5.7%) until leaving 1800'.

- **SENI3M**
  - 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

**SENI1K**
- 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.

**SENI3L**
- 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.

**SENI3M**
- Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.

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

For runway configuration refer to Airport Briefing pages.

INITIAL CLIMB/ROUTING

Speed Max 250 KT below FL100

These SIDs require minimum climb gradients of 304' per NM (5%) until leaving VERSO 1K (VERS1K), VERSO 1L (VERS1L), VERSO 1M (VERS1M)

RWYS 02, 20, 07L RNAV DEPARTURES

Speed Max 250 KT below FL100
VERSO TWO PAPA
(VERSO 2P) [VERS2P]
VERSO TWO QUEBEC
(VERSO 2Q) [VERS2Q]
RNAP 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

For runway configuration refer to Airport Briefing pages.

Changes: RNAV SIDS renumbered & revised; airport name.

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

**RWYS 25R, 07R DEPARTURES**

SPEED: MAX 250 KT below FL100

**RWY SIDROUTING**

Cross DUNES at or below FL120.

**DUNES 1A**

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

Gnd speed-KT: 70 100 130 200 250 300

334’ per NM: 418 557 835 1114 1392 1671

**SID ROUTING**

Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

**DUNES 1G**

Climb on runway heading to 500’, turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

**CHANGES:**
- SIDs renumbered & revised; airport name.
- Cross DUNES at or below FL120.

**NOT TO SCALE**

**CHANGES:**
- Airport name.

**MAINTAIN**

**DUNES 1A**

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

**Gnd speed-KT:** 70 100 130 200 250 300

**334’ per NM:** 418 557 835 1114 1392 1671

**SID ROUTING**

Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

**DUNES 1G**

Climb on runway heading to 500’, turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

**CHANGES:**
- Airport name.
These SIDs require minimum climb gradients of:

**DUNES 1B**
- 340' per NM (5.8%) until D5 BCN.
- 304' per NM (5%) until leaving 1000'.

**DUNES 1E**
- 3000' until D47 VLA.

_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 2D**
- 340' per NM (5.6%) until D5 BCN.
- 304' per NM (5%) until leaving 1000'.

_Climb on BCN R-119 to DUNES._
For runway configuration refer to Airport Briefing pages.

These SIDs require minimum climb gradients of

**LARPA 1B**
- 340' per NM (5.6%) until D5 BCN.
- 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: 380 506 740 1013 1266 1519

**LARPA 1E**
- 371' per NM 304' per NM
  - 371' per NM 380 506 740 1013 1266 1519
  - 304' per NM 425 567 851 1134 1418 1701

<table>
<thead>
<tr>
<th>SIDs</th>
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<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LARPA 1B</td>
<td>07L</td>
<td>Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.</td>
</tr>
<tr>
<td>LARPA 1E</td>
<td>O2</td>
<td>Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.</td>
</tr>
</tbody>
</table>

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

**LARPA 2D**
- 371' per NM (6.1%) until D10.2 BCN.
- 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: 380 506 740 1013 1266 1519

**LARPA 2W**
- 371' per NM (6.1%) until D13.4 PRA except ATC clearance.
- 304' per NM (5%) until D8 PRA.

- 371' per NM 304' per NM
  - 371' per NM 380 506 740 1013 1266 1519
  - 304' per NM 463 618 927 1235 1544 1853

<table>
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<tr>
<th>SIDs</th>
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<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>LARPA 2D</td>
<td>25R</td>
<td>Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.</td>
</tr>
<tr>
<td>LARPA 2W</td>
<td>20</td>
<td>Climb on runway heading to 500', turn RIGHT, 145° heading, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.</td>
</tr>
<tr>
<td>LARPA 2W</td>
<td>25L</td>
<td>Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.</td>
</tr>
</tbody>
</table>

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

CHANGES: Airport name.

CHANGES: SIDs renumbered & revised; airport name.
For runway configuration refer to Airport Briefing pages.
LEBL/BCN
Barcelona, Spain
S1D

**Apt Elev 14'**

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

---

**MOPAS SEVEN DELTA (MOPAS 7D)**

- **MOPAS TWO WHISKEY (MOPAS 2W)**

**RWYS 25R, 20, 25L DEPARTURES**

**SPEED**: MAX 250 KT below FL100

For runway configuration refer to Airport Briefing pages.

---

**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

465 618 827 1235 1544 1853

304' per NM

380 506 760 1013 1266 1519

**D8 PRA**

N41 09.9 E001 38.9

At or above 2500'

**GWY 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.

20

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.

---

**OKABI 5A**

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

Gnd speed-KT

418 567 835 1114 1392 1671

**OKABI 1G**

60R

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 PRA, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.

Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D12 PRA, turn LEFT, intercept CLE R-207 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to PRA, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.

---

**CHANGES**: SIDs remembered & revised; airport name.
SENIA THREE ALFA (SENIA 3A) [SENI3A]  
SENIA ONE GOLF (SENIA 1G) [SENI1G]  
RWYS 20, 07R DEPARTURES  
WHEN MLA COVERAGE FAILURE BELOW FL240  
RADAR ASSISTANCE IS AVAILABLE  
SPEED: MAX 250 KT BELOW FL100

14' Trans level: By ATC  
Trans alt: 6000'  
For runway configuration refer to Airport Briefing pages.
**SENIA FIVE DELTA (SENIA 5D) [SENIA5D]**

**Kugax (KUGAX)**
- At or below 4000' turn RIGHT, intercept PRA R-209 to SENIA.
- 209° track, intercept PRA R-209 to D16 PRA, turn RIGHT, intercept RES R-104 inbound to KUGAX, turn LEFT, intercept PRA R-249 to SENIA.

**SENIA TWO WHISKEY (SENIA 2W) [SENIA2W]**
- Climb on runway heading to 500', turn LEFT, intercept PRA R-249 to SENIA.
- 25L turn RIGHT, intercept RES R-104 inbound to KUGAX, turn LEFT, intercept PRA R-249 to SENIA.

**RWYS 25R, 20, 25L DEPARTURES**
- **senia 5d:**
  - 4000' within 15 NM
  - 334' per NM (5.5%) until leaving D10.2 BCN.
  - Maximum climb rate: 250 KT below FL100.
- **senia 2w:**
  - Maintain 6000' until D11.2 PRA except ATC clearance.

**RUNWAY CONFIGURATION**
- For runway configuration, refer to the Airport Briefing pages.

**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 10-2008

**JeppView 3.5.2.0**

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VILLAFRANCA ONE ALFA (VLA 1A)
VILLAFRANCA ONE GOLF (VLA 1G)
RWYS 20, 07R DEPARTURES

MAX 250 KT BELOW FL100

SPEED:

At 500’, MAX 200 KT

At or above 1800’, 340’ per NM

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 1B

340’ per NM (5.6%) until D5 BCN.

VLA 1E

304’ per NM (5%) until leaving 1000’.

Charges: Airport name.

Changes: Airport name
VILLAFRANCA TWO DELTA (VLA 2D)  
VILLAFRANCA TWO WHISKEY (VLA 2W)  
RWYS 25R, 20, 25L DEPARTURES

**SPEED**
MAX 250 KT BELOW FL100

**SID**

**RWY**

**ROUTING**

- **VLA 2D**
  - Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV.
  - At or above 3000', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° bearing to VLA.

- **VLA 2W**
  - At or above 3000', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° bearing to VLA.

These SIDs require minimum climb gradients of

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<td>VLA 2D</td>
<td>25R</td>
<td>Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, 319° bearing to VLA.</td>
</tr>
<tr>
<td>VLA 2W</td>
<td>20</td>
<td>Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° bearing to VLA.</td>
</tr>
</tbody>
</table>

**CHANGES:**
- SIDs renumbered & revised; airport name.
- For AIRPORT BRIEFING refer to 10-1P pages

**WARNING:**
- Rwy 25L: Do not overshoot BCN R-236 on initial turn.

**NOT TO SCALE**
VISUAL DOCKING GUIDANCE SYSTEM

GENERAL
This system contains information about azimuth guidance (shows the aircraft position relative 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 the approach ("SLOW DOWN").
2. Azimuth guidance display (centerline and arrows indicating the direction to follow to be centered), 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 centered 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 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 indicates 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.

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

Operators applying U.S. Ops Spec: Aastland or HGS required below RVR 350m.

PANS OP 4

580' (566') 1500m
385' (668') 1600m
280' (876') 2400m
1300' (1286') 3600m

Not authorized North of airport

B: RVR 650m
C: RVR 650m
D: RVR 600m

ARTC: RVR 1000m
RVR 1500m
RVR 2000m

MIA: RVR 1000m
RVR 1200m
RVR 1600m

NAIA: RVR 300m
RVR 400m
RVR 450m

PANS OP 4

Changess: MSA. Note.

Operators applying U.S. Ops Spec: Autoaastland or HGS required below RVR 350m.

PANS OP 4

580' (566') 1500m
385' (668') 1600m
280' (876') 2400m
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Not authorized North of airport

B: RVR 650m
C: RVR 650m
D: RVR 600m

ARTC: RVR 1000m
RVR 1500m
RVR 2000m

MIA: RVR 1000m
RVR 1200m
RVR 1600m

NAIA: RVR 300m
RVR 400m
RVR 450m
**ATIS Arrival**

- **WXT**: 121.7
- **South (by ATC)**: 121.85

**Barcelona Approach**

- **WXT**: 121.7
- **South (by ATC)**: 121.85

**ILS Rwy 07R**

- **EVT**: 119.1
- **GS**: 118.32

**JEPPESEN**

- **LEBL/BCN**
- **Barcelona, Spain**
- **25 Aug 06**

**Route:**

1. **Final Approach Course (FAC):**
   - **D12.0 BLE**
   - **D12.3 PRA**

2. **ILS Approach**
   - **Rwy 07R**
   - **DME Required**

3. **MISSED APCH:**
   - Climbing on 067° to 500'.
   - Turn RIGHT (MAX 185 KT) onto 230°

**MISSED APCH WITH LOST COMM:**

- Climbing on 067° to 500'.
- Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA and follow R-125 VLA onto D39.0 VLA climbing to 4000' and hold at VIBIM.

**Minimums:**

- **1100'**
- **3000'**

**Alt Set:**

- **Hpa Rwy Elev:**
  - **0 Hpa**
- **Trans Level:**
  - **By ATC**

**BRIEFING STRIP**

1. **Landing Configuration:**
   - **Rwy 07R**
   - **GS**
   - **GS Out**

2. **Operators applying U.S. Ops Specs:**
   - Autoland or HGS required below RVR 350m.

**JAR-OPS**

1. **Straight-In Landing Rwy 07R**
2. **CIRCLE-TO-LAND**

**Operators applying U.S. Ops Specs:**

- Autoland or HGS required below RVR 350m.

**Changes:**

- Apter name.
- Apter elev.
- Lctr withdrawn. Min/Max.
**ATIS Arrival**

- **BCN**
  - **116.7**
  - **066.8**
  - **2068.6**
  - **Apt Elev: 1 hPa**
  - **Trans alt: 6000'**

**Minimum Alt**
- **D.0 BCN** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- **BCN**
  - Climbing STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

**ATIS Arrival**

- **PRA**
  - **114.3**
  - **020°**
  - **1800'**
  - **500' (486')**
  - **Apt Elev: 14'**

**Minimum Alt**
- **D.0 PRA** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- **PRA**
  - Immediately turn RIGHT (MAX 185 KT) to intercept R-055 PRA climbing to 3000' and as directed.

**Missed Approach 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.

**ATIS Arrival**

- **Sanis**
  - **114.3 PRA**
  - **020°**
  - **1800'**
  - **Apt Elev: 14'**

**Minimum Alt**
- **D.0 Sanis** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- Climbing STRAIGHT AHEAD to Sanis VOR and follow R-060 Sanis to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to Sanis VOR and follow R-060 Sanis to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

**ATIS Arrival**

- **Rubi**
  - **116.7**
  - **091.2**

**Minimum Alt**
- **D.0 Rubi** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- Climbing STRAIGHT AHEAD to Rubi VOR and follow R-060 Rubi to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to Rubi VOR and follow R-060 Rubi to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

**ATIS Arrival**

- **Vibim**
  - **116.7**
  - **091.2**

**Minimum Alt**
- **D.0 Vibim** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- Climbing STRAIGHT AHEAD to Vibim VOR and follow R-060 Vibim to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to Vibim VOR and follow R-060 Vibim to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

**ATIS Arrival**

- **Sanis**
  - **114.3 PRA**
  - **020°**
  - **1800'**
  - **Apt Elev: 14'**

**Minimum Alt**
- **D.0 Sanis** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- Climbing STRAIGHT AHEAD to Sanis VOR and follow R-060 Sanis to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to Sanis VOR and follow R-060 Sanis to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

**ATIS Arrival**

- **Rubi**
  - **116.7**
  - **091.2**

**Minimum Alt**
- **D.0 Rubi** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- Climbing STRAIGHT AHEAD to Rubi VOR and follow R-060 Rubi to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to Rubi VOR and follow R-060 Rubi to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.

**ATIS Arrival**

- **Vibim**
  - **116.7**
  - **091.2**

**Minimum Alt**
- **D.0 Vibim** 2100'
- **MDA(H)** 480' (466')
- **Apt Elev: 14'**
- **Trans level: By ATC**

**Missed Approach**
- Climbing STRAIGHT AHEAD to Vibim VOR and follow R-060 Vibim to 4000' and as directed.

**Missed Approach with Lost Comm**
- Climbing STRAIGHT AHEAD to Vibim VOR and follow R-060 Vibim to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.