List of pages in this Trip Kit

General Information

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

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0433 Z
Sunset: 1904 Z

Runway Information

Runway: 02
Length x Width: 8294 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline

Runway: 06L
Length x Width: 10997 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ
Displaced Threshold: 1411 ft

Runway: 06R
Length x Width: 8727 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 20
Length x Width: 8294 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, Centerline

Runway: 24L
Length x Width: 8727 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 24R
Length x Width: 10997 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 10 ft
Lighting: Edge, ALS, Centerline, TDZ

Communication Information

ATIS: 118.655 Arrival Service
ATIS: 121.980 Departure Service
Barcelona Tower: 25.780 Military
Barcelona Tower: 122.830 Secondary
Barcelona Tower: 122.100 Military
Barcelona Tower: 118.330
Barcelona Tower: 118.105
Barcelona Ground: 121.655
Barcelona Ground: 121.705
Barcelona Ground: 122.230
Barcelona Clearance Delivery: 121.805
Barcelona Approach: 119.105
Barcelona Approach: 121.155
Barcelona Approach: 124.705 Secondary
Barcelona Approach: 125.250
Barcelona Approach: 126.505
Barcelona Approach: 127.700
Barcelona Approach: 131.125
Barcelona Approach: 133.980
Barcelona Approach: 135.280

1. GENERAL

1.1. ATIS

D-ATIS Arrival 118.655
D-ATIS Departure 121.980

1.2. COMMUNICATION PROCEDURES

In order to avoid overloading ATC frequencies, abstain from requesting direct routes or elimination of speed or level restirctions during SID/STAR/TRANSITION procedures.
ATC shall give, as soon as possible, instructions to proceed by the most direct route and with the most continuous ascent/descent.

1.3. NOISE ABATEMENT PROCEDURES

1.3.1. GENERAL

Any ACFT certified pursuant to ICAO Annex 16, part II , Volume I, Chapter 2 shall not operate at the APT.

Any marginally compliant ACFT (subsonic civil jet ACFT in compliance with the certification limit values under ICAO Annex 16, part II , Volume I, Chapter 3 by an accumulated margin not higher than 5 EPNdB) shall not operate at the APT, unless they hold an explicit exemption from AESA.

1.3.2. GROUND ENGINE TESTS

Engine tests at higher than idling may be accomplished at the engine test areas established for that purpose:

- TWY T2 nosing to the West in direction parallel to RWY 06L/24R;
- TWY N1 nosing to the East in direction parallel to RWY 06L/24R.

1.4. LOW VISIBILITY PROCEDURES (LVP)

1.4.1. GENERAL

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

When appropriate, the following phrase shall be broadcast by ATIS:

- ″Low Visibility Procedures in operation″, if the procedures are applied in the whole maneuvering area.
- ″Low Visibility measures for departing RWY in force″, if the measures are applied only for the take-off RWY.

During LVP, CAT II/III operations on RWYs 06L/R and 24L/R, departures from RWYs 06L/R and 24L/R.

The RWY configurations available in low visibility conditions are:

- Parallel RWYs West configuration (arrivals RWY 24R, departures RWY 24L);
- Parallel RWYs East configuration (arrivals RWY 06L, departures RWY 06R);
- Single RWYs 24R, 24L, 06R or 06L.

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

LVP in the maneuvering area shall be activated when any of the following weather conditions exist:

- RWY 06L or 06R in use for ARR:
- When RVR is 650m or below at any transmissometer of that RWY.
- When ceiling is 300′/90m or below.
- RWY 24L in use for ARR:
  - When RVR is 800m or below at any transmissometer of that RWY.
  - When ceiling is 250′/75m or below.
- RWY 24R in use for ARR:
  - When RVR is 600m or below at any transmissometer of that RWY.
  - When ceiling is 250′/75m or below.

1. GENERAL

Low Visibility Take-off (LVTO) in parallel RWY operation, with RVR below 400m in the take-off RWY, LVP are applied only for the take-off RWY when the activation conditions of the criteria above for the arrival RWY have not been reached.

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

Tower shall supply RVR for RWYs in use directly, in the following order:

- RVR TDZ: TDZ;
- RVR MID: RWY MID POINT;
- RVR END: RWY end.

1.4.2. ARRIVAL

Landing clearance shall be issued when ILS Sensitive Areas (LSA) are free, usually before the approaching ACFT is at 2NM from the touchdown point. Landing clearance issue might be delayed until the ACFT is 1NM from the TDZ point, if the pilot has been advised that they will receive late clearance.

Exit from RWY will take place via:

ARR 06L: - Exit to the North: P1.
- Exit to the South: R1.

ARR 06R: G5.

ARR 24L: G8.

ARR 24R: - Exit to the North: P6 except code letter F ACFT that will accomplish this via Z6.
- Exit to the South: R6.

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

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

RWY 06L/24R: ACFT shall notify 'LSA free':
- if they exit to the North, when they stop seeing the last yellow light (from the series of alternating green and yellow lights) of the TWY centerline to the used RWY exit used. In that position they will be at safe distance from TWY T and out of the LSA;
- if they exit to the South, once they have entered TWY N or they have crossed it.

RWY 06R/24L: - ACFT shall notify 'LSA free' once they have entered TWY K or have crossed it.

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

1.4.3. GROUND MOVEMENT

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

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

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

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

1. GENERAL

1.4.4. ACFT ON TAKE-OFF

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

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

For departures from RWYs 06L and 24R, pilots shall notify if they require exit from S1, M1 or Z8, when requesting taxiing clearance.

1.4.5. ANOMALOUS SITUATION IN MANEUVERING AREA

Uncertainty regarding Position in the Maneuvering Area

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

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

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

Loss of Visual Contact between moving Elements

In event of loss of visual contact of an ACFT with other ACFT or a vehicle with which it is maintaining its own separation, the ACFT will immediately inform ATC and will stop. ATC will take the measures it deems fit.

ACFT Failure

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

1.4.6. COMMUNICATIONS FAILURE

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

If an arriving ACFT has just landed, it shall hold position vacating the Sensitive Area (LSA) and shall wait for the arrival of an assistance vehicle.

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

1.5. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.5.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON GROUND

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Pilots shall:

Select AUTO Mode and assigned Mode A code. If AUTO Mode is not available, select ON (e.g. XPDR) and assigned Mode A code:

- From request for towed push-back or taxi, whichever is earlier;
- After landing, continuously until ACFT is fully parked on stand;
- When fully parked on stand, select STBY.

Whenever ACFT is capable of reporting ACFT ident (i.e. call sign used in flight), this should also be entered (by means of the FMS or the transponder control panel) from request for towed push-back or taxi, whichever is earlier. Aircrew must use ICAO defined format to enter the ACFT ident (e.g. BAW123, AFR6380,...).

1. GENERAL

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

For ACFT taxiing without flight plan, Mode A code 2000 should be selected.

1.6. RWY OPERATIONS

1.6.1. PREFERENTIAL RWY CONFIGURATIONS

Except when any of the following conditions are present or expected:

- Dry or wet RWY with braking action less than good;
- Ceiling below 500' AAL;
- Visibility lower than 1.9km/1NM;
- Notified or forecast wind gradient or storms on approach or departure;
- Traffic conditions, operational needs, safety situations or other meteorological conditions preclude it.

ATC will maintain the preferential configurations described below up to wind components of 10 KT tailwind, gusts included, and/or 20 KT crosswind. Changing may be considered from a tailwind of 7 KT.

Daytime configuration between 0700-2300LT

Preferential: West configuration parallel RWYs:

- Arrivals RWY 24R;
- Departures RWYs 24L and 24R.

Non-preferential: East configuration parallel RWYs:

- Arrivals RWY 06L;
- Departures RWYs 06L and 06R.

Nighttime configuration between 2300-0700LT

Preferential: North configuration intersecting RWYs:

- Arrivals RWY 02;
- Departures RWY 06R.

Non-preferential: West configuration single RWY:

- Arrivals RWY 24L;
- Departures RWY 24L.

Whenever traffic demand and weather and operational conditions so permit, the preferential nighttime configuration may be extended (North configuration intersecting RWYs) beyond 0700LT or advanced before 2300LT.

The use of RWY 24R is restricted to those ACFT that can justify the need for more RWY length than that available on RWY 24L, being mandatory to a SID RNAV1 DNP (Non-preferential take-off) departure procedure.

The use of RWY 06L for take-off is restricted to those ACFT that can justify the need for more RWY length than that available on RWY 06R, being mandatory to carry out a SID RNAV1 DNP (Non-preferential take-off) departure procedure.

The justifications shall contain information about the performance of the ACFT and state explicitly whether the operation via RWY 06R/24L was not possible for reasons of performance and/or safety; it must be sent to Operations at the Airport and Environmental Care and Information Services (email: bcnoperaciones@aena.es; saimbcn@aena.es) within a period of 7 calendar days from the date of operations, except for ambulance flights with a STS/MEDEVAC flight plan, rescue and State flights or flights servicing Autonomous Communities and other Local Authorities whenever they provide non-commercial public services that are exempt from this justification.

When RWY 02 cannot be used for arrivals, West configuration will be used.

Only as a last resort, East configuration with arrivals on RWY 06L will be used.

ATIS message will provide information of the configuration in use.

1. GENERAL

1.7. TAXI PROCEDURES

1.7.1. GENERAL

Gate BN restricted to MAX code B ACFT.
TWYs L12 thru L14 and U6 restricted to MAX code D ACFT.
TWYs ES1, FS1, GS1, HS1, LS1 and MS1 restricted to MAX code C ACFT.
TWYs B, L and Q are used to access to stand.
TWYs B6 thru B11, G3, G10, L8 thru L11, P2, P6, P7, Q6, Q7, Q8, U3R, U4, U5 and U7 restricted to MAX code E ACFT.
ACFT shall approach the RWY holding positions and intermediate holding positions as closely as possible. Pilots taxiing behind an ACFT stopped at a RWY holding position or intermediate holding position are responsible for keeping a safe distance from it. If there is any doubt as to whether an ACFT positioned at a RWY holding position or intermediate holding position may be overtaken safely, the taxiing ACFT shall halt, notify ATC and request alternate instructions.

1.7.2. STANDARD TAXI ROUTES

Reference is made to the general directions of taxiing expected as determined by the normal configurations. In any case, pilots shall follow taxiing instructions provided by ATC.

1.7.2.1. EAST CONFIGURATION (ELR)

Arrival RWY is 06L, departure RWY is 06R.
General taxiing direction on TWY E is South.
General taxiing direction on TWYs J, K, N and S is West.
General taxiing direction on TWY M is East.
General taxiing direction on TWY T is bidirectional.

1.7.2.2. WEST CONFIGURATION (WRL) - PARALLEL RWY OPERATION

Arrival RWY is 24R, departure RWY is 24L.
General taxiing direction on TWYs D and E is South.
General taxiing direction on TWYs J and S is West.
General taxiing direction on TWYs K and M is East.
General taxiing direction on TWYs K11 thru K8, N and T is bidirectional.

1.7.2.3. WEST CONFIGURATION (WLL) - SINGLE RWY OPERATION

Arrival RWY is 24L, departure RWY is 24L.
General taxiing direction on TWYs N and T is West.
General taxiing direction on TWYs J, K, M and S is East.
General taxiing direction on TWY E is North.
General taxiing direction on TWY D is South.
General taxiing direction on TWYs K11 thru K8 is bidirectional.

1.7.2.4. NORTH CONFIGURATION (ENR)

Arrival RWY is 02, departure RWY is 06R.
General taxiing direction on TWYs J, K, N and S is West.
General taxiing direction on TWYs M and T is East.
General taxiing direction on TWY E is South.

1.7.2.5. CODE E ACFT TAXI PROCEDURES

The movement of code E ACFT must be made with 'oversteering' maneuver between TWYs S and T.
Code E ACFT will take off via RWY 20 from TWY U3L only.

1.7.2.6. CODE F ACFT TAXI PROCEDURES

Code F ACFT must taxi with their external engines idling on TWYs M16, T3 thru T14, S14, U1, U2, U3L and UB.
Code F ACFT shall taxi following the standard routes to access the stands.
There are some TWYs with taxiing restrictions for code F ACFT (certified to code E ACFT), due to reduced distance to an object or TWY width (see chart 10-9A1 limited distribution).

1. GENERAL

On TWYs with restrictions, ACFT shall not leave the TWY centerline.
The movement of code F ACFT must be made with 'oversteering' maneuver between TWYs S and T.
Code F ACFT will take off via RWY 20 from TWY U3L only.

1.8. PARKING INFORMATION

1.8.1. GENERAL

Stands 100 thru 101A, 103 thru 113A, 115 thru 129, 200 thru 246, 248 thru 296 equipped with Visual Docking Guidance System.
Access and exit to/from stand 214 for ACFT with wingspan of 171'/52m or more shall be exclusively performed via gate CS.
Helicopters to be parked preferably at stands 900 and 901 in ramp 32 or on stands 61 thru 63 in ramp 1, as directed.

1.8.2. PUSH-BACK

Push-back required on stands 1 thru 15, 22 thru 38, 42 thru 49, 55 thru 57, 95 thru 129, 136 thru 139, 181 thru 200 and 202 thru 296.

1.8.3. AUXILIARY POWER UNIT (APU)

The use of APT 400 Hz facilities is obligatory. The use of the air conditioning facilities will be obligatory if there is a need for cooling inside the ACFT. The use of the APU of the ACFT is prohibited in the stands subject to two different time windows:

Positions in contact with the Terminal:

- from 0700-2300LT

  Within the period from 2 minutes after chocks are placed upon arrival to 6 minutes before the departure TOBT. The ACFT APU may only be used when the fixed units are not in operation or do not possess appropriate A/C capacity for that model of ACFT, and the mobile units are not available.

- from 2300-0700LT

  Within the period from 2 minutes after chocks are placed upon arrival to 5 minutes before the chocks are removed for departure. The APU may only be used when the fixed units are not in operation and the mobile units are not available.

Remote positions:

- from 0700-2300LT

  The use of the APU is prohibited, except 10 minutes after chocks are placed upon arrival and 10 minutes before the departure TOBT, except for wide-body ACFT, for which use is permitted 50 minutes before departure and 15 minutes after arrival. The ACFT APU may only be used when the mobile units are not available.

- from 2300-0700LT

  The use of the APU is prohibited, except 10 minutes after chocks are placed upon arrival and 10 minutes before the chocks are removed for departure, except for wide-body ACFT, for which use is permitted 50 minutes before departure and 15 minutes after arrival. The ACFT APU may only be used when the mobile units are not available.

1.9. APT EMERGENCY PLAN

Air carriers without a designated APT representative for the purposes of coordinating emergency response actions will not be allowed to operate. This requirement is applicable, as of one year from its publication in the AIP, to regular passenger revenue flight and chartered flight companies that perform 24 or more arrivals or departures at the APT within three consecutive months.

1. GENERAL

1.10. OTHER INFORMATION

APT closed for helicopter operations and ACFT whose MTOW is equal to or less than 2000kg except ambulance, emergency and State flights or flight servicing Autonomous Communities and other local entities, provided these are non-commercial public services.
APT closed for single-engine turboprop ACFT except seasonally cleared operators, ambulance, emergency and State flights or flights servicing Autonomous Communities and other local entities, provided these are non-commercial public services. Operators of single-engine turboprop ACFT must request clearance at bcnoperaciones@aena.es
30 days prior to the change of season.
APT closed for ACFT without suitable radio equipment for continuous two-way radio communication with ATS.
Birds.

2. ARRIVAL

2.1. SHORT COMMUNICATION PROCEDURE

In transfers of communications from the sectors of Barcelona, to BARCELONA Approach, the initial call shall be limited to the flight callsign to avoid congestion on the frequency:

"Approach + Aeroflot 321"

2.2. SPEED RESTRICTIONS

2.2.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

- 250 KT at SLP.

Speed adjustments on approach:

- Speed will not be reduced below 160 KT until reaching 4NM to THR.
- ACFT with a cruising speed lower than the mentioned above shall maintain cruising speed up to the adjusting fix concerned.

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

2.3. NOISE ABATEMENT PROCEDURES

2.3.1. 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 Preferential RWY Configurations described in section 1. GENERAL/ RWY OPERATIONS and due to noise abatement, RWY 06R shall not be used for landings between 2300-0700LT, except for safety reasons or when there is no other RWY available. The use of RWY 24R or 06L for landings between 2300-0700LT shall be restricted to those ACFT which can justify the need for a RWY length higher than the RWY in use. The justification must be submitted to APT Operations within a period of 7 calendar days from the date of operation.

Ambulance flights with a STS/MEDEVAC flight plan, rescue and State flights or flights servicing to autonomous communities and other local authorities whenever they provide non-commercial public services and request it to ATC are exempted from the restrictions and the justification.

Plan descent to leave the IAF, or equivalent position, at FL070 or above to execute an uninterrupted descent to RWY, using a low resistance/thrust procedure.

2. ARRIVAL

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 paths are considered noise abatement routes on the last 5NM before THR, thus, landing and approach operations in 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 06L/R will not be allowed, and nor shall visual approach in Right circuit to RWY 06L and RWYs 24L/R if these criteria are infringed.

2.3.2. REVERSE THRUST

The use of reverse thrust above idle is forbidden on RWYs 06L/24R and 02 between 2300-0700LT except for safety reasons. In this case it must be notified to the Environment Department of the APT as soon as possible. On RWYs 06R/24L it is not recommended to use reverse thrust above idle between 2300-0700LT.

2.4. RNAV 1 TRANSITION TO FINAL APPROACH

2.4.1. GENERAL

These procedures are published with the requirement of RNAV 1 navigation.

Vectoring guidance will be provided to traffic which cannot comply with the requirement of RNAV 1 navigation, inserting into the sequence of the rest of the traffic equipped with RNAV 1. If it were necessary, may be cleared to hold in the published conventional holding patterns over the IAF.

The operation mode will be based on the indicated transitions. An operation mode based on vectors from the IAF will be used only due to adverse meteorological conditions or a global failure of the systems enabling RNAV 1 navigation.

If the failure occurs on a specific ACFT, the pilot must notify ATC as soon as possible of the loss of the RNAV capability, together with their proposal for actions to be taken.

The usual operation mode will be the following:

- Traffic bound for LEBL will be cleared by the first sector of Barcelona TMA to the appropriate transition, although later it may not have to fly it in its entirety otherwise, it shall execute the holding patterns.
- The possible cuts along the transition will be provided by the different sectors of Barcelona TMA through instructions of "Direct to" (DCT). As a result of this, if an ACFT has been instructed to proceed directly to a fix of a specific transition, it shall understand that it must follow the transition procedure from this fix.
- The speed restrictions published in the transition will be mandatory unless ATC should issue clearance to the contrary.
- The last instructions to intercept the final path will be provided by the final sector of Barcelona through the use of vectors to the LOC.
- Traffics will not turn into the final approach without the ATC clearance. If an ACFT arrives at the end of the outbound leg and has not received instructions, it must maintain its heading.
- In the transition clearance the RWY in service may be omitted because each designator is associated with only one RWY.

2.4.2. COMMUNICATION FAILURE

Continue with the descent transition to the last level confirmed.

Overfly the final fix of the outbound section and maintain the heading for 2minutes.

Turn into the inbound section and start the descent.

Complete an instrument approach procedure to the RWY in service for landings and land.

If this is not possible, accomplish the communications failure missed approach procedure.

2. ARRIVAL

2.5. CONTINUOUS DESCENT OPERATIONS

Depending on traffic situation and if no need for interrupting the descent is foreseen, ACFT will be cleared to proceed to a STAR, or by means of a "direct to" clearance to an intermediate fix of the STAR, to the IAF, to an intermediate approach fix or to the IF, to the minimum altitude of the IAF or the IF of the instrument approach procedure, in order to allow a continuous descent operation.

2.6. CAT II/III OPERATIONS

RWYs 06L/R and 24L/R approved for CAT II/III operations; special aircrew and ACFT certification required.

2.7. RWY OPERATIONS

2.7.1. GENERAL

2.7.1.1. NORTH CONFIGURATION

ACFT shall preferably vacate RWY 02 via TWY UB and inform ATC if exit by the RWY end is needed.

2.7.1.2. WEST CONFIGURATION

ACFT landing by RWY 24L shall inform ATC if vacation by RWY end is needed.

2.7.2. MINIMUM RWY OCCUPANCY TIME

AD has High Intensity RWY Operations (HIRO) procedures. It is mandatory for ACFT to vacate the RWY as soon as possible.

To minimize RWY occupancy time and the occurrence of "go-arounds", pilots are reminded:

- Whenever the conditions of the RWY so allow, they should use the following or earlier rapid exit TWYs (EXIT for RWY 02), unless otherwise instructed by ATC. Otherwise, they must notify ATC in the first communication with TWR:

<table>
<tr><th rowspan="2">ACFT Category due to Wake Turbu-lence</th><th>RWY 24L Dist THR - Rapid Exit</th><th colspan="2">RWY 24R Dist THR - Rapid Exit</th><th colspan="2">RWY 06L Dist THR - Rapid Exit</th><th>RWY 06R Dist THR - Rapid Exit</th><th>RWY 02 Dist THR - Rapid Exit</th></tr>
<tr><th>RIGHT</th><th>LEFT</th><th>RIGHT</th><th>LEFT</th><th>RIGHT</th><th>LEFT</th><th>LEFT</th></tr>
<tr><td>Super</td><td rowspan="3">G8
5587′
1703m</td><td rowspan="2">R6
6736′
2053m</td><td rowspan="2">P6(1)
6929′
2112m</td><td rowspan="3">P1
6115′
1864m</td><td rowspan="3">R1
5449′
1661m</td><td rowspan="3">G5
5587′
1703m</td><td rowspan="5">UB
6690′
2039m</td></tr>
<tr><td>Heavy</td></tr>
<tr><td>Medium (JET)</td><td>R5
5587′
1703m</td><td>P5
5305′
1617m</td></tr>
<tr><td>Medium (PROP)</td><td rowspan="2">G7
4600′
1402m</td><td rowspan="2">R3
4623′
1409m</td><td rowspan="2">P3
4183′
1275m</td><td>P2
4282′
1305m</td><td>R2
3448′
1051m</td><td rowspan="2">G6
4600′
1402m</td></tr>
<tr><td>Light</td><td>P4
3100′
945m</td><td>R4
2464′
751m</td></tr>
<tr><td colspan="8">(1) Not suitable for ACFT with code letter F.</td></tr>
</table>

- To vacate RWY expeditiously at the fastest speed commensurate with safety.
- To adjust RWY taxi speed after touchdown when it is evident that the ACFT cannot use the planned rapid exit TWYs, avoiding low speeds on the RWY.
- To ensure fully vacated before stopping.

2. ARRIVAL

- With the exception of code letter F ACFT, if they cannot contact GMC, after vacating the RWY, they should hold short of taxiing until they have established this communication. Code letter F ACFT shall proceed as indicated in section 2. ARRIVAL/TAXI PROCEDURES/GENERAL.
- In intersecting RWYs operations, ACFT landing on RWY 24R shall maintain speed until crossing the intersection with RWY 02/20.

The following rapid exit TWYs are available, with their associated Ground frequencies:

RWY	Rapid Exit	Dist from THR	Frequency
06L	P1	6115'(1864m)	121.705
	R1	5449' (1661m)	121.655
	P2(1)	4282'(1305m)	121.705
	R2	3448'(1051m)	121.655
	P4	3100' (945m)	121.705
	R4	2464' (751m)	121.655
06R	G4	6736'(2053m)	122.230
	G5	5587'(1703m)	122.230
	G6	4600'(1402m)	122.230
24L	G9	6736'(2053m)	122.230
	G8	5587'(1703m)	122.230
	G7	4600'(1402m)	122.230
24R	P6(1)	6929'(2112m)	121.705
	R6	6736'(2053m)	121.655
	R5	5587'(1703m)	121.655
	P5	5305'(1617m)	121.705
	R3	4623'(1409m)	121.655
	P3	4183'(1275m)	121.705

(1) Not suitable for ACFT with code letter F.

Or else, the following exit TWYs are available, with their associated Ground frequencies:

RWY	Exit	Dist from THR	Frequency
02	U3L	8294'(2528m)	121.705
	UB	6690'(2039m)	121.705
06L	N1	9587'(2922m)	121.655
	S1 or T1	9587' (2922m)	121.705
	Z3	7900'(2408m)	121.705
	Y4	7680'(2341m)	121.655
06R	G1	8727'(2660m)	122.230
24L	G12	8727'(2660m)	122.230
24R	P7(1)	10,223'(3116m)	121.705
	Y6 or Z6	9751'(2972m)	121.705

(1) Not suitable for ACFT with code letter F.

2. ARRIVAL

2.8. TAXI PROCEDURES

2.8.1. GENERAL

When vacating RWY, if taxiing instructions have not been received, all ACFT, except code letter F ACFT, shall stop at the end of the exit TWY segment.
Code letter F ACFT vacating it via:
- TWY R6: halt on TWY N10 and hold short of gate ES.
- TWY R1: halt on TWY N4 and hold short of RWY 02/20.
- TWY Y6: halt on TWY N13 and hold short of gate CS.
- TWYs Y2/Y4: halt on TWY N3 and hold short of TWY NM.

To reduce the risk of RWY incursions, pilots should follow the green TWY centerline lights (when they are switched on). If losing this visual reference, pilots must stop taxiing, notify their position and request instructions from ATC. Taxi instructions shall include clearance to cross active and non-active RWYs. If clearance is not received, ACFT shall hold at the holding position of the appropriate RWY.

2.8.2. EAST CONFIGURATION

2.8.2.1. TAXIING TO TERMINAL T1

ACFT shall vacate RWY 06L and follow ATC instructions depending on their stand.

Ramp 9:
To the North and follow ATC instructions.

Ramps 10, 11, 12 and 16:
To the South and via TWY N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
To the South and via TWYs N, E and J/K until gate indicated by ATC.

2.8.2.2. TAXIING TO TERMINAL T2

ACFT shall vacate RWY 06L to the North and follow ATC instructions.

2.8.3. WEST CONFIGURATION - PARALLEL RWY OPERATION

2.8.3.1. TAXIING TO TERMINAL T1

ACFT shall vacate RWY 24R and follow ATC instructions corresponding on their stand.

Ramp 9:
To the North and follow ATC instructions.

Ramps 10, 11, 12 and 16:
To the South and via TWY N/M until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
To the South and via TWYs N/M, E and J/K until gate indicated by ATC.

2.8.3.2. TAXIING TO TERMINAL T2

ACFT shall vacate RWY 24R to the North and follow ATC instructions.

2.8.4. WEST CONFIGURATION - SINGLE RWY OPERATION

2.8.4.1. TAXIING TO TERMINAL T1

Ramp 9:
Incorporation via TWYs K, J, E and T until gate indicated by ATC.

Ramps 10, 11, 12 and 16:
Incorporation via TWYs K, J, E and N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
Incorporation via TWY K up to the gate indicated by ATC.

2.8.4.2. TAXIING TO TERMINAL T2

Incorporation via TWYs K, J, E and S or T until gate indicated by ATC.

2. ARRIVAL

2.8.5. NORTH CONFIGURATION

2.8.5.1. TAXIING TO TERMINAL T1

Ramp 9:
Incorporation via TWYs U and S until gate indicated by ATC.

Ramps 10, 11, 12 and 16:
Incorporation via TWYs U, S until S7, E and N until gate indicated by ATC.

Ramps 13, 14, 15 and 17:
Incorporation via TWYs U, S until S7, E and J/K until gate indicated by ATC.

2.8.5.2. TAXIING TO TERMINAL T2

Incorporation via TWYs U and S until gate indicated by ATC.

2.9. COMMUNICATION FAILURE

2.9.1. GENERAL

If available, call +34 933 786 137.

2.9.2. BEFORE IAF

Proceed to the IAF as follows:

If cleared for STAR, proceed to the IAF designated for the STAR cleared.

If using radar vectors, proceed in the most direct manner possible to intercept the STAR up to the IAF.

Maintain last cleared level or altitude which has been acknowledged and enter the holding pattern.

Initiate descent after completing one holding, or at EAT when this has been received, whichever is later.

Execute the transition procedure to the communication failure approach to conduct the published ILS approach and land, while if not equipped for RNAV carry out a published VOR approach from the IAF to the RWY in service for landings and land.

If this is not possible, accomplish the communication failure missed approach procedure.

2.9.3. IF ON RADAR VECTORS

Maintain last cleared altitude which has been acknowledged.

Proceed to intercept final approach heading to complete this and land.

If this is not possible, accomplish the LOST COMM missed approach procedure.

2.9.4. DURING MISSED APPROACH

Do not initiate the missed APCH before the MAP.

Intercept the "MISSED APCH WITH LOST COMM" procedure on the corresponding approach chart.

Complete at least one holding at the appropriate communications failure holding fix:

- SLL for RWYs 02, 06L and 24R;
- VIBIM for RWY 06R;
- RULOS for RWY 24L;

Execute the transition procedure to the communications failure approach to conduct a published ILS approach and land, while if not equipped for RNAV or RWY02, carry out the published VOR approach from the IAF to the RWY in service for landings and land.

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

3.1.1. DEFINITIONS

TOBT: Time at which the air carrier or the ground handling agent expects to be ready, with the doors closed, airbridge disconnected and ACFT push-back equipment connected.

TSAT: Estimated Start-Up Time calculated based on the TOBT, taxi time from the stand, the CTOT (if subject to regulation) and the APT operational capacity.

SOBT: Scheduled Off-Block Time.

3.1.2. GENERAL

The A-CDM processes start 3 hours prior to the Estimated Off-Block Time (EOBT) and end with ACFT take-off. Throughout the process, all flight-related information must be kept up-to-date.

To prevent flight plans from being suspended automatically, the EOBT and TOBT must be kept up-to-date until the request for start-up, following the TSAT, so that the traffic flow enables departure to occur as close to TTOT as possible.

3.1.3. APT SLOT AND FLIGHT PLAN VALIDATION

Three hours prior to EOBT, the Flight Plan (FPL) information filed in the A-CDM system will be validated with respect to the APT slot, and the flight destination and the type of ACFT must coincide with the EOBT of the FPL initially filed in both the SOBT.

3.1.4. TOBT ALLOCATION

As soon as the air carrier or the ground handling agent has the information on the TOBT, the TOBT shall be allocated in the A-CDM system.

Throughout the process, the TOBT must be updated based on the flight information available to the airline or the ground handling agent.

The EOBT must be in line with the TOBT at all times. If there is more than a 10 minute difference between the two, the system will generate an alarm and an automatic message will be sent to the air carrier and ground handling agent, who must update the TOBT and/or EOBT with a DLA delay message.

3.1.5. TSAT PUBLICATION

30 minutes prior to the TOBT, the system will generate a TSAT. This time will be updated (automatically) successively based on the actual start-up sequence, the operational situation and the volume of regulated flights in the sequence.

For regulated flights, the TSAT will be generated based on the CTOT as soon as it is published. Regulated flights must keep the TOBT and EOBT updated, until start-up clearance is requested from ATC.

3.1.6. START-UP

ACFT may request ATC authorization from 30 minutes prior to their TOBT and may request start-up from:

- 5 minutes prior to their TOBT for CTOT regulated flights.
- 5 minutes prior to their TOBT until 5 minutes after for the rest of the flights.

The ACFT on first call must provide the following information:

- Report the ACFT type, series, stand and the ATIS message received;
- Communicate the need to perform a cross-bleed start if required;
- Report any possible restrictions in complying with local regulations (RNAV equipment, take-off performance, etc.).

ATC authorization will only be issued between 30 minutes and 5 minutes prior to TOBT.

If possible, BARCELONA Clearances will issue the start-up authorization within ±5 minutes of TOBT.

If this is not possible, a start-up request will be recorded in the A-CDM system and TSAT information will be provided. The start-up request log is equivalent to the REA message request for flights regulated with CTOT.

3. DEPARTURE

Once the start-up request has been recorded and TSAT information has been provided, in order to avoid saturating the CLR frequency, pilots will refrain from making successive calls before receiving the call from BARCELONA Clearances to approve their start-up in accordance with the updated TSAT.

If BARCELONA Clearances does not receive a start-up request within 5 minutes after TOBT has been given, the flight will lose its TSAT and its start-up will not be authorized. It will be required to receive a new updated TOBT and EOBT so that the flight can be sequenced again and receive a new TSAT. The TOBT and/or EOBT update can only be done by the airline or its ground handling agent, so pilots will refrain from making requests to ATC in this regard.

3.1.7. PUSH-BACK

The push-back request should be submitted on the corresponding (GMC) frequency and begin within 5 minutes after the receipt of start-up clearance.

Push-back clearance is given by GMC only. At remote stands, the taxi request must be made within 10 minutes after receiving start-up clearance.

3.1.8. ATC AIP CLEARANCE REQUEST AND START-UP VIA DATALINK

Datalink departure procedures are applied at Barcelona/Josep Terradellas-El Prat APT in the provision of ATC clearance and start-up services.

In case of discrepancies, voice communications will always prevail over datalink.

The pilot may request the ATC clearance by Datalink Departure Clearance (DCL) in accordance with the start-up procedures with a maximum of 30 minutes before the TOBT (CDM mode) or EOBT (without CDM).

- The pilot must request ATC and S/U clearance together via RCD. The RCD message (Departure Clearance Request) must contain the following information:
  1. ACFT callsign in accordance with the filed Flight Plan (FPL);
  2. Aerodrome of origin;
  3. ACFT stand;
  4. Destination aerodrome;
  5. Letter corresponding to the ATIS information received;
  6. ICAO ACFT type designator.

  Any free text sent via the RCD by the pilot will not be considered by the ATC. Special requests will always be made via voice communications.
- The pilot will receive a message acceptance "RCD RECEIVED" or cancellation "RCD REJECTED".
- When communicating approval, Barcelona Clearances will issue a CLD message with the following fields:
  1. ACFT callsign;
  2. Destination aerodrome;
  3. Assigned RWY for departure;
  4. Take-off procedure (SID);

     Note: The initial altitude will correspond to the published SID;
  5. SSR code mode A (SQUAWK);
  6. ADT (Approved Departure Time);

     Note: ADT = CTOT of the flight, if applicable;
  7. Next frequency;
  8. Current ATIS information letter;
  9. Additional information, which will include start-up clearance or instructions to request it in case of failure to comply with the startup approval parameters.

3. DEPARTURE

- When a CLD message is sent in the valid range of TOBT and TSAT, ATC clearance and start-up will be received. If not ready for start-up, the pilot must not accept the authorization and will either send a new message or contact via voice communications to the controller when ready.
- When an FSM message of the type "REVERT TO VOICE PROCEDURES" is received, communication via datalink will be terminated and must be reverted to voice procedures.
- When a CLD message is received, the pilot:
  a. If any inconsistencies in the received message are detected, the pilot must revert to voice procedures and request a new authorization.
  b. If the pilot considers the authorization CLD message to be correct, he/she must respond via datalink with a CDA message (Departure Clearance Echoback).
- If a CDA message is not received by the pilot within the waiting time, or a CDA that is inconsistent with the previous CLD message received, communication via datalink will be terminated and a "CDA REJECTED" message will be received in the FMS.
- When the correct CDA message is received, the ATC system will send the ACFT a "CLEARANCE CONFIRMED" message in the FMS and will terminate the communication via datalink.

The request for push-back must be requested on the corresponding GMC frequency and initiated within 5 minutes from the reception of the start-up clearance. Authorization for push-back can only be given by GMC. In remote ACFT stands, the taxiing request must be made within 10 minutes of receiving the start-up clearance.

3.1.9. REVERT TO VOICE PROCEDURES

Upon receiving a message of the type "REVERT TO VOICE PROCEDURES", or in the event of any inconsistency in the authorization received, the pilot will contact via voice communications with the controller and request a new authorization.

3.2. DE-ICING

3.2.1. GENERAL

An ACFT de-icing area has been established for ACFT up to 171'/52m wingspan on stands of ramp 17 or ramp 9 according to the hired handling agent.

In case of saturation in the stands of ramp 17, a contingency de-icing position has been established in the TWY MS1 in ramp 17. Guidance services with Follow-me vehicle shall be provided to ACFT needing to carry out the de-icing at TWY MS1.

The de-icing of ACFT with code letter E or greater will be done on the stands where ACFT are parked.

3.2.2. OPERATION IN DE-ICING AREA (WINGSPAN LESS THAN 171'/52m)

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

Pilots shall maintain permanent watch on Tower (GND) frequency corresponding to the de-icing area [Tower (GND) S for ramp 17 and Tower (GND) N for ramp 9].

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

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

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

3. DEPARTURE

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

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

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

3.3. START-UP, PUSH-BACK AND TAXI PROCEDURES

3.3.1. GENERAL

All ACFT without RNAV 1 approval or unable to comply with RNAV 1 procedures shall notify BARCELONA Clearance at first communication.

Additionally Jet ACFT shall notify Tower frequency on first communication if unable to maintain:

- minimum IAS of 190 KT at BL700/ BL707 in RWY 02, BL700 in RWY 06R, PERAL/ BL800 in RWY 20/24L;
- minimum IAS of 210 KT at BL828/ BL829/ BL831 in RWY 24R.

ACFT must be ready for towed push-back or taxiing within the next 5 minutes to the approved start-up time; otherwise pilots shall contact ATC.

All ACFT with a wingspan of 171'/52m or above or an overall height at or above 49'/14.86m shall report ACFT type on the first call to BARCELONA Ground.

Powerback push-back is prohibited.

At all stands in contact with the Terminal, engine start-up at more than idle speed is prohibited until the ACFT has completed the push-back and has been expressly authorized.

When ACFT is ready for push-back and/or taxiing, it shall request clearance on the taxiing frequency before starting the towing and/or taxiing.

Engine cross-bleed start must be requested from BARCELONA Ground.

3.3.2. PUSH-BACK DIRECTIONS

STANDS	PUSH-BACK WITH NOSE TO
95, 96, 181 thru 185	South
100 thru 102, 126 thru 129, 245, 246, 250, 252	East
138, 138A, 139, 295	West
200, 202	West (compulsory if stand 200R is occupied)
214	ACFT A332 are required to push-back nosing East.
217	Compulsory to North (continue to pull-forward for B777 ACFT)
220	It is forbidden to nose North for B737 ACFT.
277	East, ACFT A388 are required to push back up to TWY Q9.

3.3.3. TAKE-OFF FROM INTERSECTIONS AND START OF RWY 06L/24R

Pilots who request take-off from start of RWY 06L or RWY 24R must inform ATC during the first contact with BARCELONA Ground. The standard intersections are: Y2, Y4, Z2, Z3 or Z4 for RWY 24R and Y5, Y6, Y7, Z5, Z6 or Z7 for RWY 06L.

On pilots request, ATC shall consider that the take-off distance available from intersection proposed is the minimum necessary for this particular ACFT.

3. DEPARTURE

3.4. STANDARD TAXI ROUTES

3.4.1. GENERAL

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

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

During the summer season, prior paragraph will not be applicable to general aviation ACFT coming from Ramps 0 and 1, except for State flights, ambulance flights with a MEDEVAC flight plan, rescue flights or flights providing non-commercial services to public entities.

3.4.2. EAST CONFIGURATION

Unless otherwise instructed by ATC, ACFT shall exclusively use G11 and G12 at RWY 06R holding position. G10 only available if instructed by ATC.

Use Gate indicated by ATC, then taxi to TWY U, S, M, E, J, K to holding point RWY 06R.

3.4.3. WEST CONFIGURATION - PARALLEL RWY OPERATION

Unless otherwise instructed by ATC, ACFT shall exclusively use G1 and G2 at RWY 24L holding position. G3 only available if instructed by ATC.

3.4.3.1. TAXIING FROM TERMINAL T1

Ramp 9:
Use Gate indicated by ATC, then taxi to TWY S, M, E or D, K to holding position RWY 24L.

Ramp 10, 11, 12 and 16:
Use Gate indicated by ATC, then taxi to TWY M, E or D, K to holding position RWY 24L.

Ramp 13, 14, 15 and 17:
Use Gate indicated by ATC, then taxi to TWY K to holding position RWY 24L.

3.4.3.2. TAXIING FROM TERMINAL T2

Use Gate indicated by ATC, then taxi to TWY U, S, M, E or D, K to holding point RWY 24L.

3.4.4. WEST CONFIGURATION - SINGLE RWY OPERATION

Unless otherwise indicated by ATC, ACFT shall exclusively use TWYs G1 and G2 at the RWY 24L holding position.

3.4.4.1. TAXIING FROM TERMINAL T1

Ramp 9:
Use gate indicated by ATC, then taxi via TWYs S until S7, D and K to holding position RWY 24L.

Ramps 10, 11, 12 and 16:
Use gate indicated by ATC, then taxi via TWYs M until M6, D and K to holding position RWY 24L.

Ramps 13, 14, 15 and 17:
Use gate indicated by ATC, then taxi via TWY K to holding position RWY 24L.

3.4.4.2. TAXIING FROM TERMINAL T2

Use gate instructed by ATC, then taxi via TWYs S until S7 or T until T6, D and K to holding position RWY 24L.

3.4.5. NORTH CONFIGURATION

Unless otherwise instructed by ATC, ACFT shall exclusively use G11 and G12 at RWY 06R holding position. G10 only available if instructed by ATC.

3. DEPARTURE

3.4.5.1. TAXIING FROM TERMINAL T1

Ramp 9:
Use gate indicated by ATC, then taxi via TWYs T until T8, E, J and K to holding position RWY 06R.

Ramps 10, 11, 12 and 16:
Use gate indicated by ATC, then taxi via TWYs M, E, J and K to holding position RWY 06R.

Ramps 13, 14, 15 and 17:
Use gate indicated by ATC, then taxi via TWYs J and/or K to holding position RWY 06R.

3.4.5.2. TAXIING FROM TERMINAL T2

Use gate indicated by ATC, then taxi via TWYs S until S7 or T until T8, E, J and K to holding position RWY 06R.

3.5. RWY OPERATIONS

3.5.1. RNAV1 DEPARTURE PROCEDURES

SIDs are published with an RNAV1 requirement. If ACFT operations are not approved for RNAV1, this must be notified in the first communication with clearance. Wait for the contingency departure associated with the RWY-in-use for take-offs.

3.5.2. PROCEDURES FOR NON-PREFERENTIAL RWYs

In segregated operations with West configuration (ARR24R/DEP24L), use of RWY 24R shall be carried out as departure procedure using the SID RNAV1 DNP (Non-preferential take-off). ACFT without RNAV1 operational approval shall be instructed to proceed according to the appropriate contingency departure.

In segregated operations with East configuration (ARR06L/DEP06R), use of RWY 06L shall be carried out as departure procedure using the SID RNAV1 DNP (Non-preferential take-off). ACFT without RNAV1 operational approval shall be instructed to proceed according to the appropriate contingency departure.

3.5.3. MINIMUM RWY OCCUPANCY TIMES

Pilots should be ready for departure when reaching the RWY holding position. On receipt of line-up clearance, pilots should ensure that they are able to taxi and line up on the RWY as soon as the preceding ACFT has commenced either its take-off run or landing roll.

Pilots, in receipt of a conditional line-up clearance on a preceding landing/departing ACFT (for example: "ABC123, behind the departing Prat Airlines A320, line up and wait RWY 24L, behind"), may cross the RWY holding position (subject to there being no illuminated stop bar) as soon as the preceding landing/departing ACFT has passed its position at the holding bay.

Pilots who require additional separation (due to wake turbulence or other reasons), shall notify ATC as soon as possible and before crossing the RWY holding point. Pilots should be able to commence the take-off run immediately when take-off clearance is issued. Pilots unable to comply with this requirement shall notify ATC as soon as possible and await instructions. When appropriate, ATC could cancel the clearance and instruct the ACFT to vacate the RWY.

The standard intersections to take-off are:

RWY 20: UB

RWY 24: Y2, Y4, Z2, Z3 and Z4

RWY 06L: Y5, Y6, Y7, Z5, Z6 and Z7

Departures from the beginning of RWY 06L and RWY 24R are allowed (see TAKE-OFF FROM INTERSECTIONS AND START OF RWY 06L/24R).

3. DEPARTURE

3.6. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.6.1. 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 Preferential RWY Configurations described in section 1. GENERAL/ RWY OPERATIONS and due to noise abatement, RWYs 02 and 20 shall not be used for take-off between 2300-0700LT, except for safety reasons or when there is no other RWY available. The use of RWY 24R or 06L for take-off between 2300-0700LT shall be restricted to those ACFT which can justify the need for a RWY length higher than the RWY in use. The justification must be submitted to APT Operations within a period of 7 calendar days from the date of operation.

Ambulance flights with a STS/MEDEVAC flight plan, rescue and State flights or flights servicing to Autonomous Communities and other Local Authorities whenever they provide non-commercial public services and request it to ATC are exempted from the restrictions and the justification.

3.6.2. TAKE-OFF

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

RNAV SIDs will preferably be adopted by ACFT able to reach the minimum altitudes at the relevant points on initial SID segments.

All ACFT which cannot comply with the previous instructions, will adopt the ICAO NADP1 procedure.

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.

3.7. VISUAL DEPARTURE PROCEDURES

For these visual departures noise abatement procedures shall not be applicable.

In certain circumstances (cumulonimbus clouds, storms, etc.) that prevent the use of the published SID, IFR flights may request a "visual departure" (heading after take-off) from ATC under the following conditions:

- Between sunrise and sunset.
- Weather conditions in take-off direction and subsequent initial climb permit visual flight conditions up to the Minimum Radar Altitude.
- Departure from RWY 24L or 06R. Once lined up, the pilot shall propose a heading to ATC that provides a safe departure.
- The pilot is responsible for maintaining obstacle clearance up to the Minimum Radar Altitude.

3.8. COMMUNICATION FAILURE PROCEDURES

If available, call +34 933 786 137.

Continue SID up to the TMA departure point, climbing to the last cleared level which has been acknowledged or the minimum safety altitude, whichever is higher, maintain this for 7 minutes to continue climbing and continue in accordance with the updated flight plan.

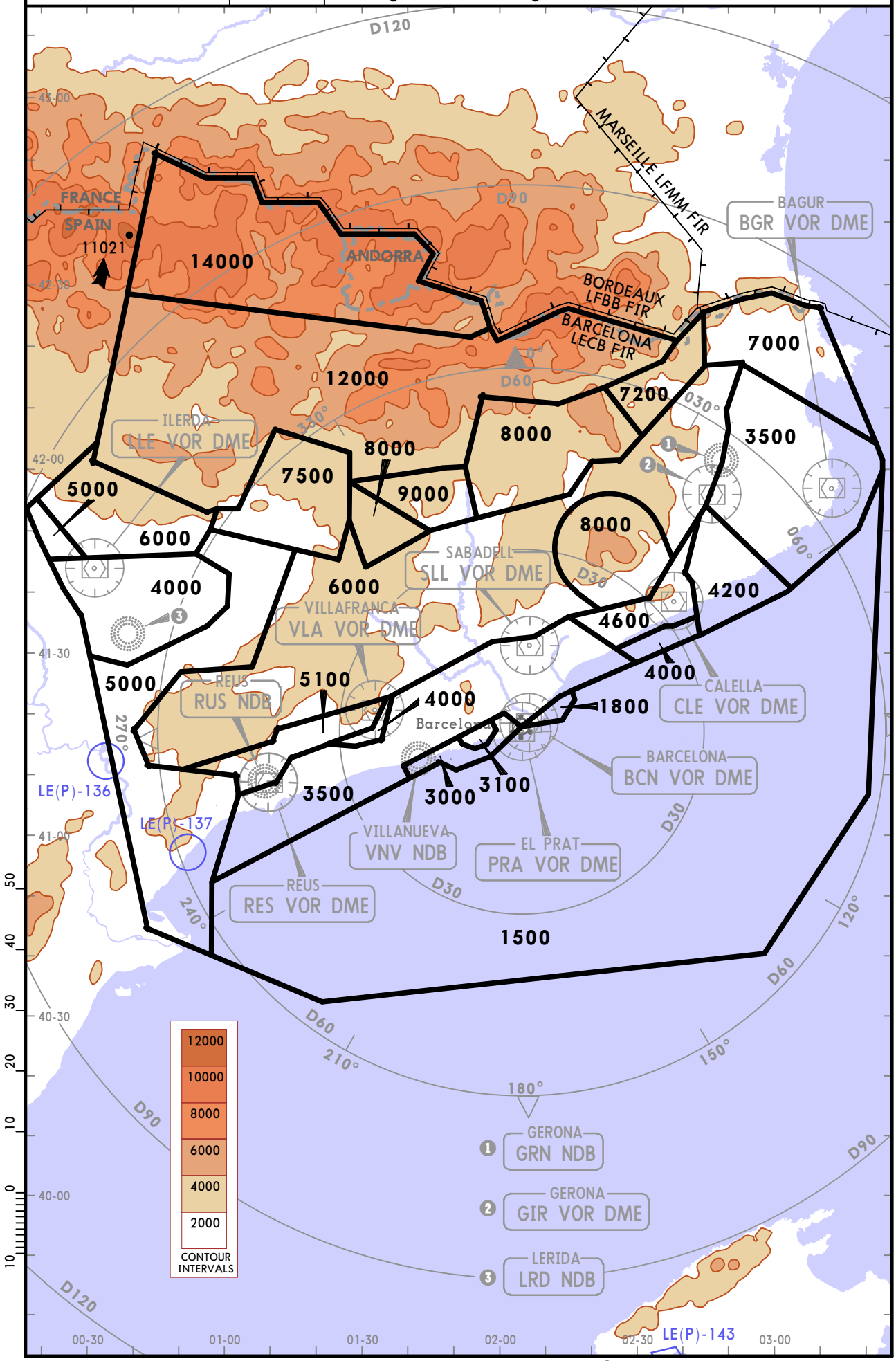
LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

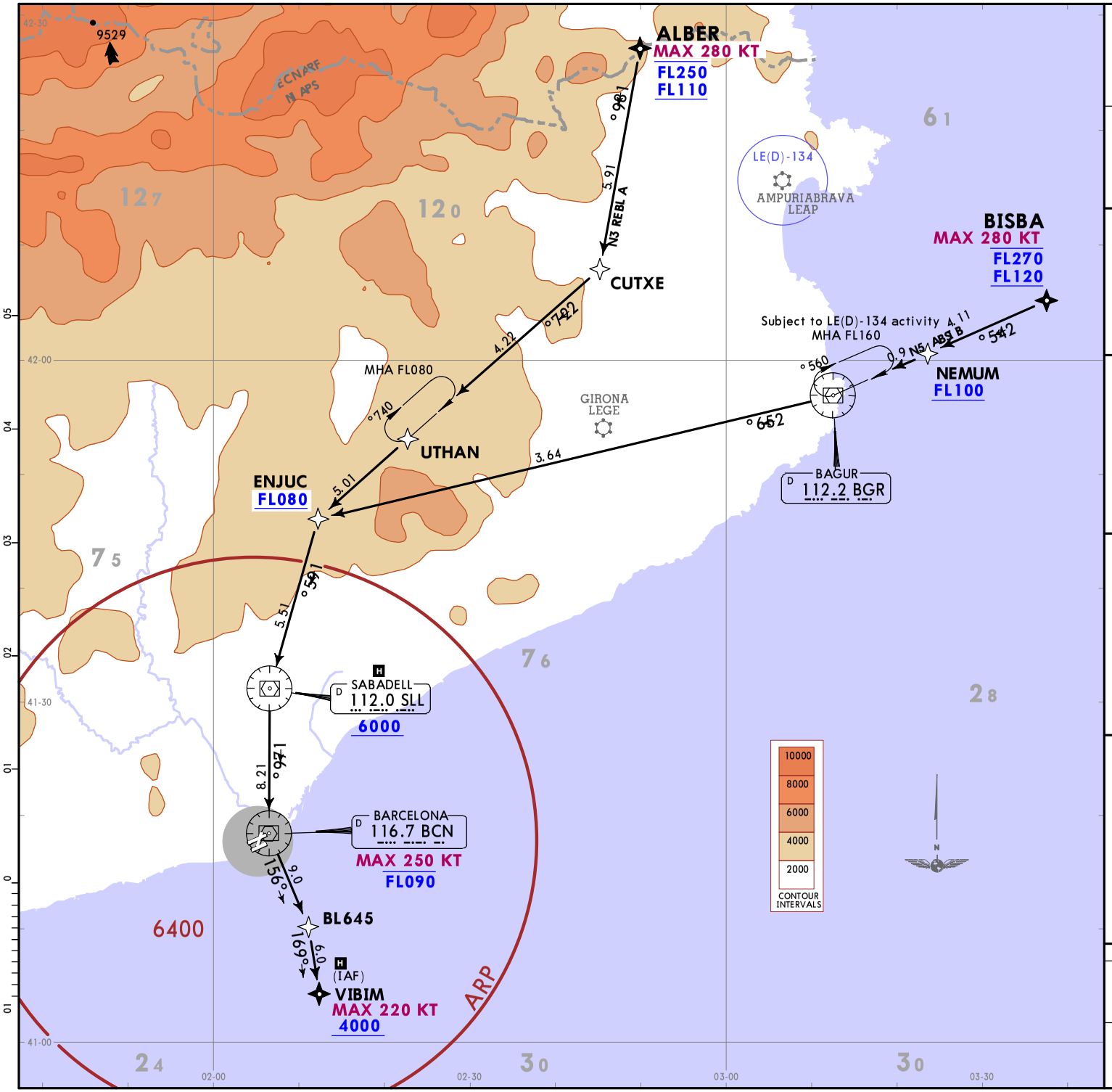
10-1R 6 DEC 24

BARCELONA, SPAIN
RADAR MINIMUM ALTITUDES

BARCELONA Approach (R) 119.105	Apt Elev 14	Alt Set: hPa Trans level: By ATC Trans alt: 6000 1. The published minimum altitudes integrate no correction for low temperatures. 2. This chart may only be used for cross-checking of altitudes assigned while the aircraft is identified.



CHANGES: New sector 3100 established.



D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach. 3. For SLL - BCN - BL645 segment: Due to environmental reasons descending below FL090 before crossing the coastline will not be authorized for any reason.

ALBER 3N [ALBE3N]
BISBA 5N [BISB5N]
RNAV ARRIVALS
(RWY 02)

SPEED: MAX 220 KT TO LEAVE IAF

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

VIBIM

295° / 115°
MAX 220 KT
MHA 4000

VLA 113.15 R117 D34.0

297°
Conventional
MAX 220 KT
MHA 4000
D39.0

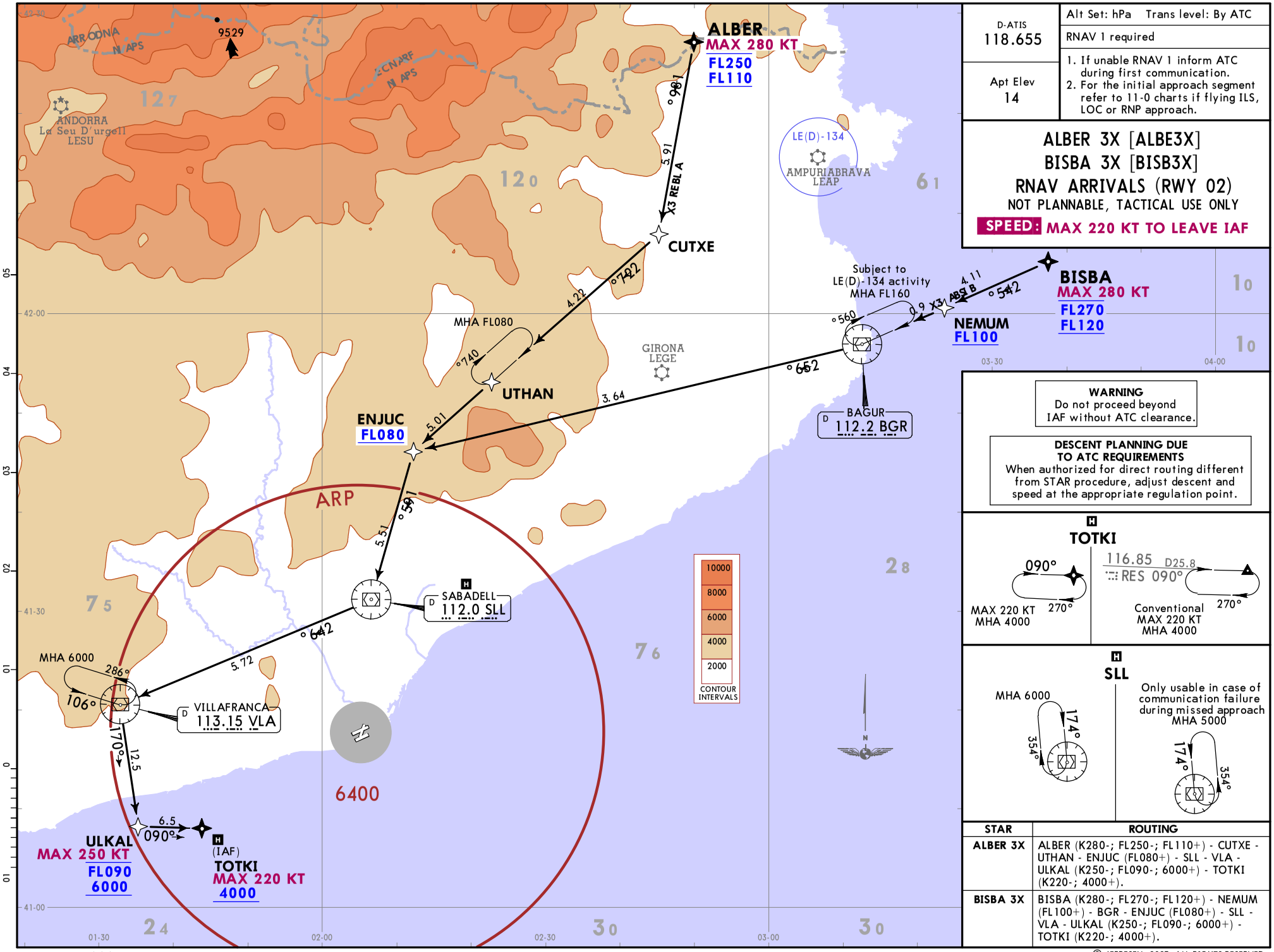
SLL

MHA 6000
174° / 354°

Only usable in case of communication failure during missed approach
MHA 5000
174° / 354°

STAR	ROUTING
ALBER 3N	ALBER (K280-; FL250-; FL110+) - CUTXE - UTHAN - ENJUC (FL080+) - SLL (6000+) - BCN (K250-; FL090-) - BL645 - VIBIM (K220-; 4000+).
BISBA 5N	BISBA (K280-; FL270-; FL120+) - NEMUM (FL100+) - BGR - ENJUC (FL080+) - SLL (6000+) - BCN (K250-; FL090-) - BL645 - VIBIM (K220-; 4000+).

CHANGES: None.



D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

ALBER 3X [ALBE3X]
BISBA 3X [BISB3X]
RNAV ARRIVALS (RWY 02)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 220 KT TO LEAVE IAF

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

TOTKI

090° / 270°
MAX 220 KT
MHA 4000

116.85 D25.8
RES 090°
Conventional
MAX 220 KT
MHA 4000

SLL

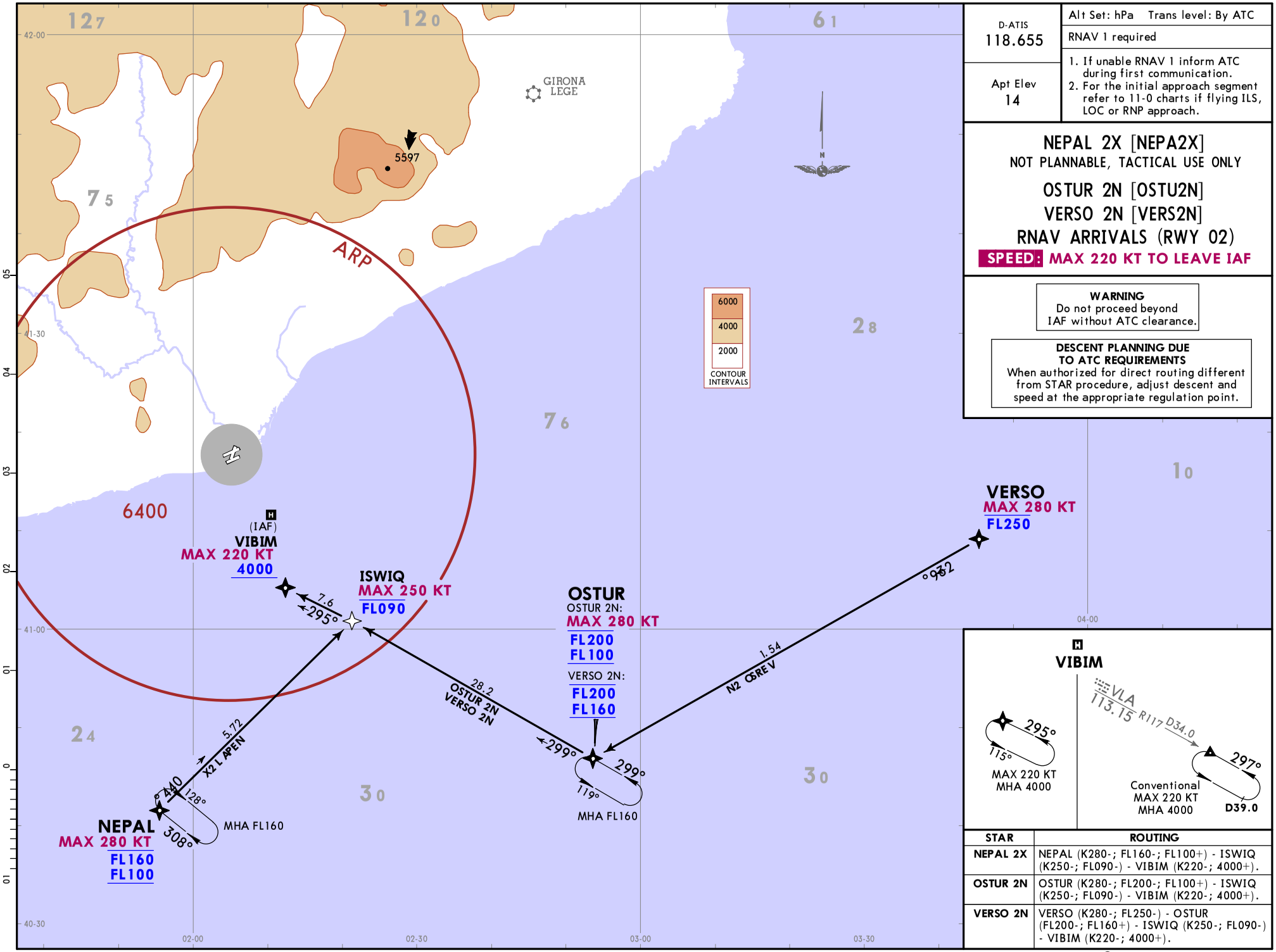
MHA 6000
174° / 354°

Only usable in case of communication failure during missed approach
MHA 5000
174° / 354°

STAR	ROUTING
ALBER 3X	ALBER (K280-; FL250-; FL110+) - CUTXE - UTHAN - ENJUC (FL080+) - SLL - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).
BISBA 3X	BISBA (K280-; FL270-; FL120+) - NEMUM (FL100+) - BGR - ENJUC (FL080+) - SLL - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).

CHANGES: Availability.

JEPPESEN BARCELONA, SPAIN
28 JUL 23 (10-2B) Eff 10 Aug
RNAV STAR



D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

NEPAL 2X [NEPA2X]
NOT PLANNABLE, TACTICAL USE ONLY

OSTUR 2N [OSTU2N]
VERSO 2N [VERS2N]
RNAV ARRIVALS (RWY 02)

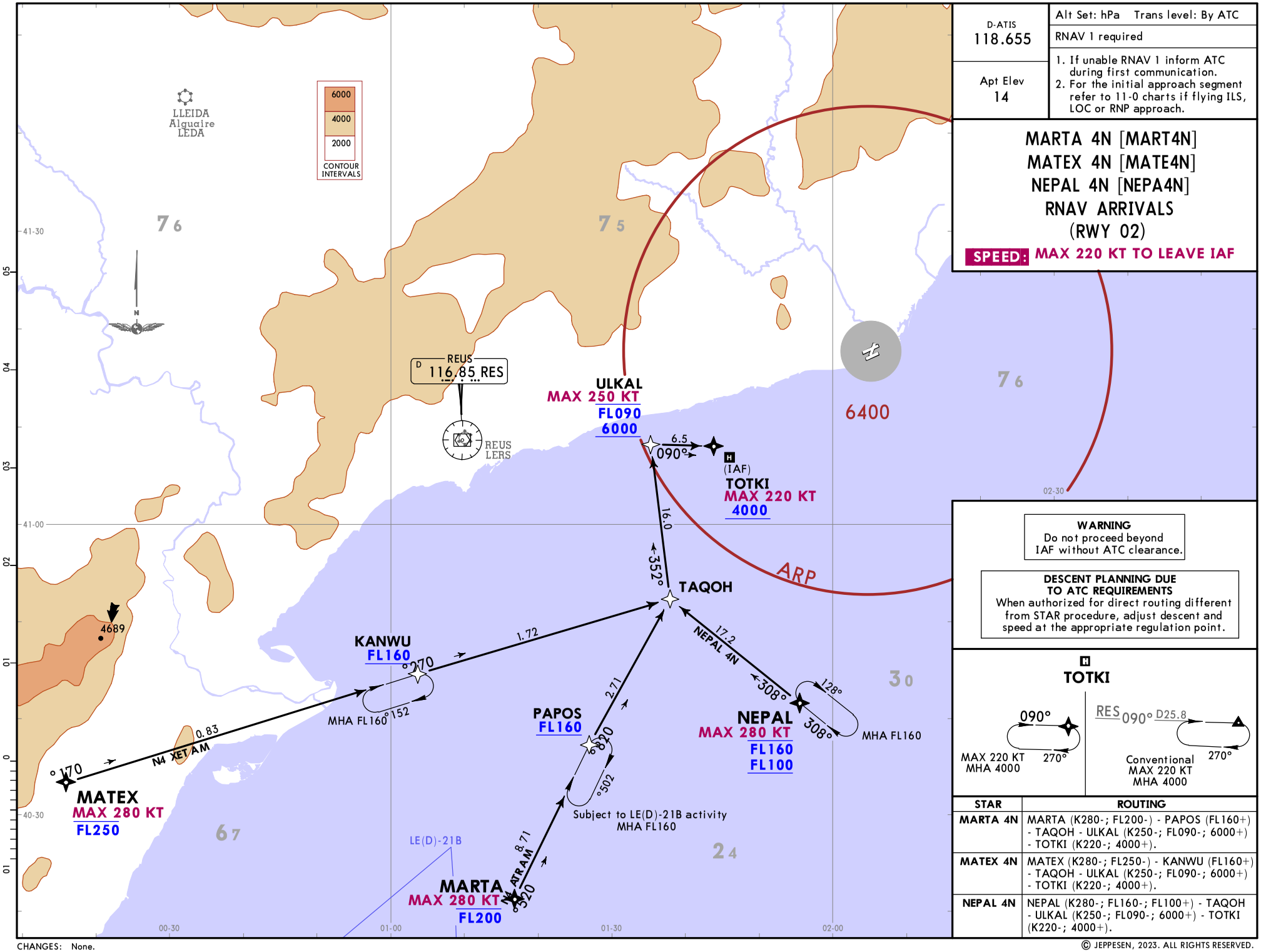
SPEED: MAX 220 KT TO LEAVE IAF

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

STAR	ROUTING
NEPAL 2X	NEPAL (K280-; FL160-; FL100+) - ISWIQ (K250-; FL090-) - VIBIM (K220-; 4000+).
OSTUR 2N	OSTUR (K280-; FL200-; FL100+) - ISWIQ (K250-; FL090-) - VIBIM (K220-; 4000+).
VERSO 2N	VERSO (K280-; FL250-) - OSTUR (FL200-; FL160+) - ISWIQ (K250-; FL090-) - VIBIM (K220-; 4000+).

CHANGES: NEPAL 2X availability.



D-ATIS
118.655

Apt Elev
14

Alt Set: hPa Trans level: By ATC

RNAV 1 required

1. If unable RNAV 1 inform ATC during first communication.
2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

MARTA 4N [MART4N]
MATEX 4N [MATE4N]
NEPAL 4N [NEPA4N]
RNAV ARRIVALS
(RWY 02)

SPEED: MAX 220 KT TO LEAVE IAF

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

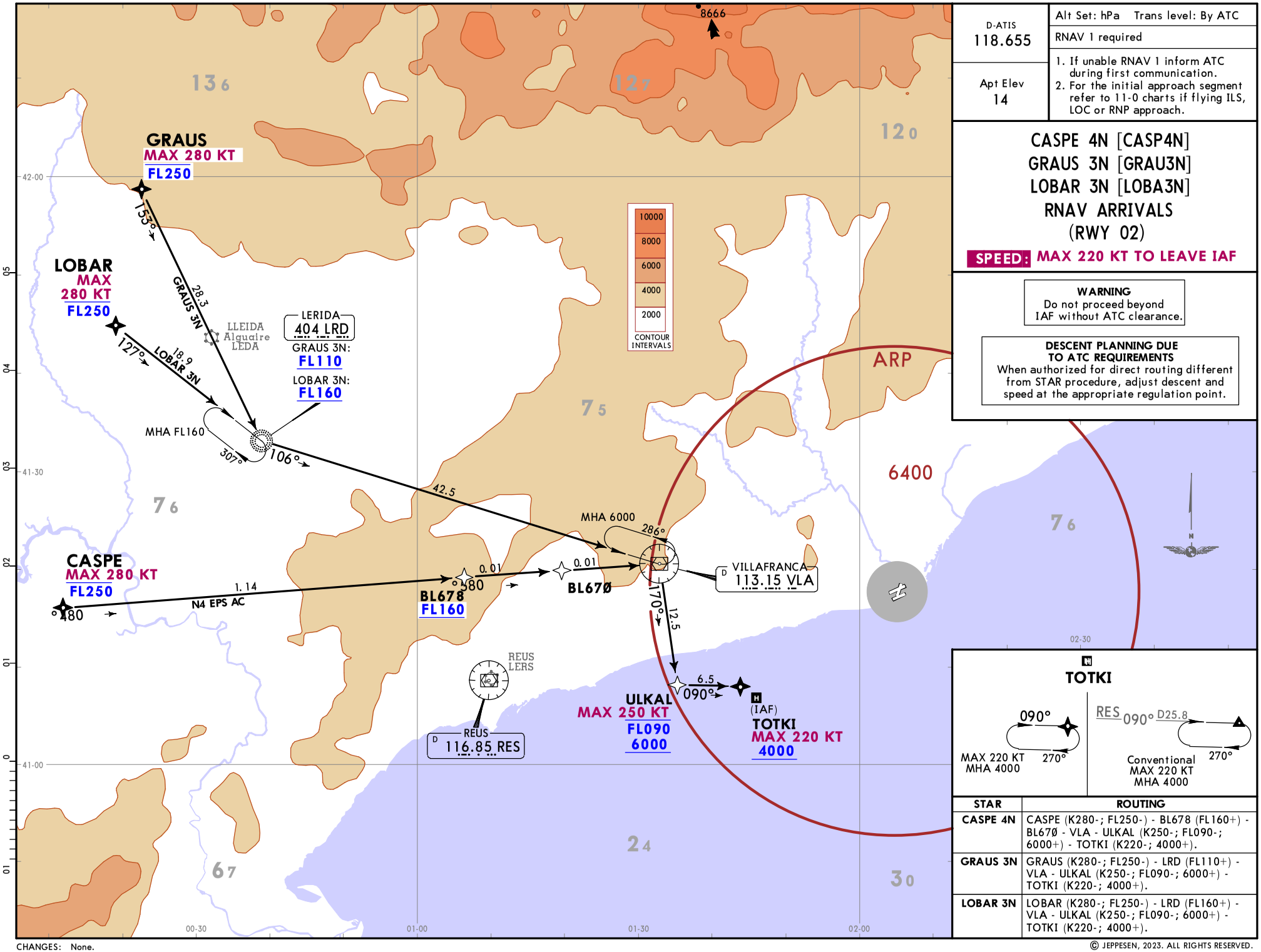
H TOTKI

090° MAX 220 KT MHA 4000 270°

RES 090° D25.8 270° Conventional MAX 220 KT MHA 4000

STAR	ROUTING
MARTA 4N	MARTA (K280-; FL200-) - PAPOS (FL160+) - TAQOH - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).
MATEX 4N	MATEX (K280-; FL250-) - KANWU (FL160+) - TAQOH - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).
NEPAL 4N	NEPAL (K280-; FL160-; FL100+) - TAQOH - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).

CHANGES: None.



D-ATIS
118.655

Apt Elev
14

Alt Set: hPa Trans level: By ATC

RNAV 1 required

1. If unable RNAV 1 inform ATC during first communication.
2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

CASPE 4N [CASP4N]
GRAUS 3N [GRAU3N]
LOBAR 3N [LOBA3N]
RNAV ARRIVALS
(RWY 02)

SPEED: MAX 220 KT TO LEAVE IAF

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

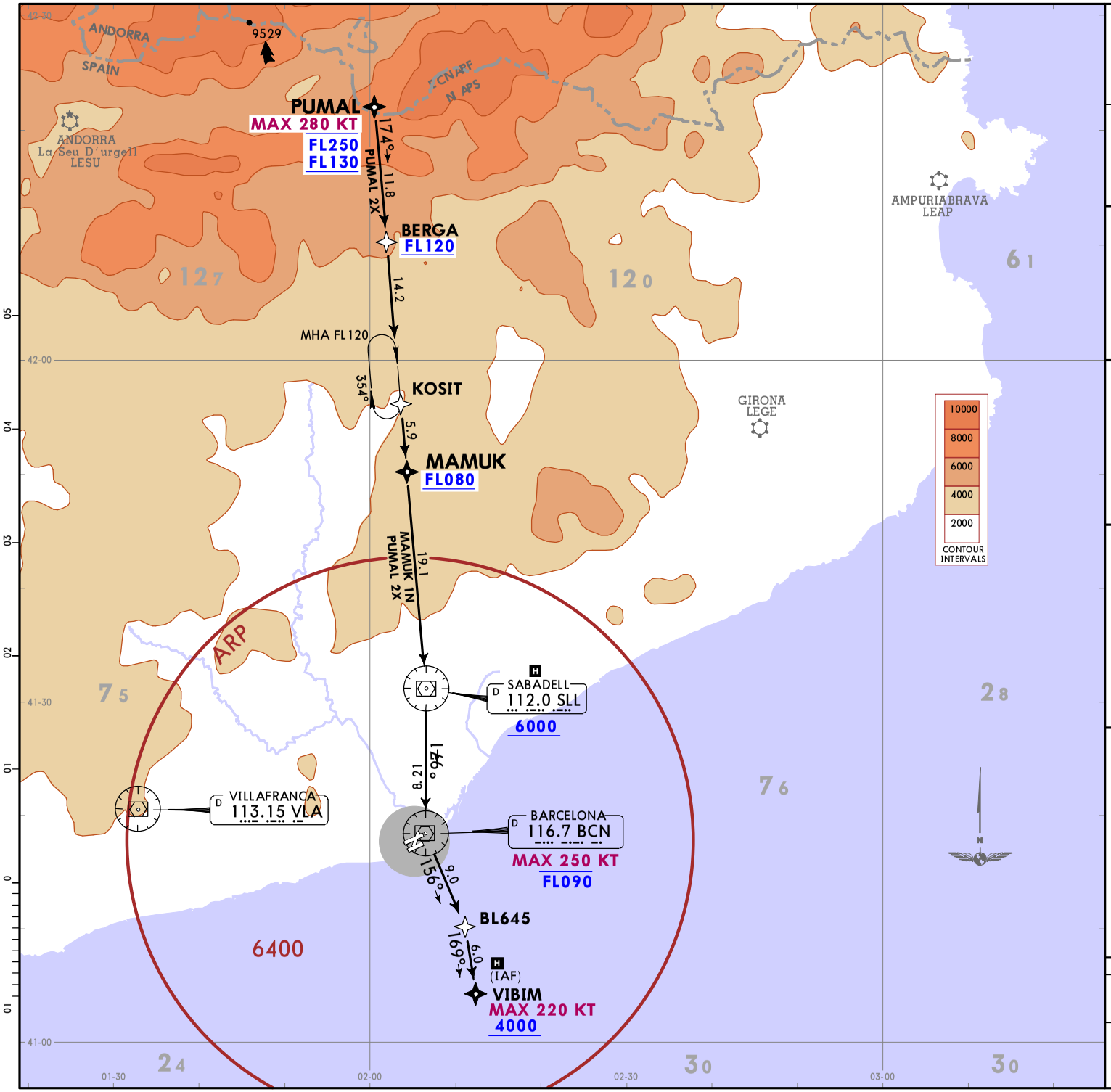
TOTKI

STAR	ROUTING
CASPE 4N	CASPE (K280-; FL250-) - BL678 (FL160+) - BL67Ø - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).
GRAUS 3N	GRAUS (K280-; FL250-) - LRD (FL110+) - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).
LOBAR 3N	LOBAR (K280-; FL250-) - LRD (FL160+) - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).

CHANGES: None.

LEBL/BCN
JOSEP TARRADELLAS - EL PRAT

JEPPESEN BARCELONA, SPAIN
28 JUL 23 | 10-2E | Eff 10 Aug | RNAV STAR



D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach. 3. For SLL - BCN - BL645 segment: Due to environmental reasons descending below FL090 before crossing the coastline will not be authorized for any reason.

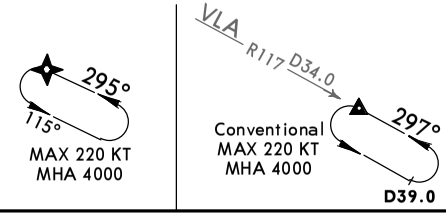
MAMUK 1N [MAMU1N]
PUMAL 2X [PUMA2X]
NOT PLANNABLE, TACTICAL USE ONLY

RNAV ARRIVALS (RWY 02)
SPEED: MAX 220 KT TO LEAVE IAF

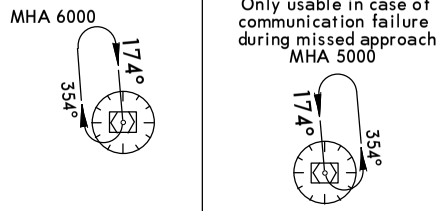
WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

VIBIM

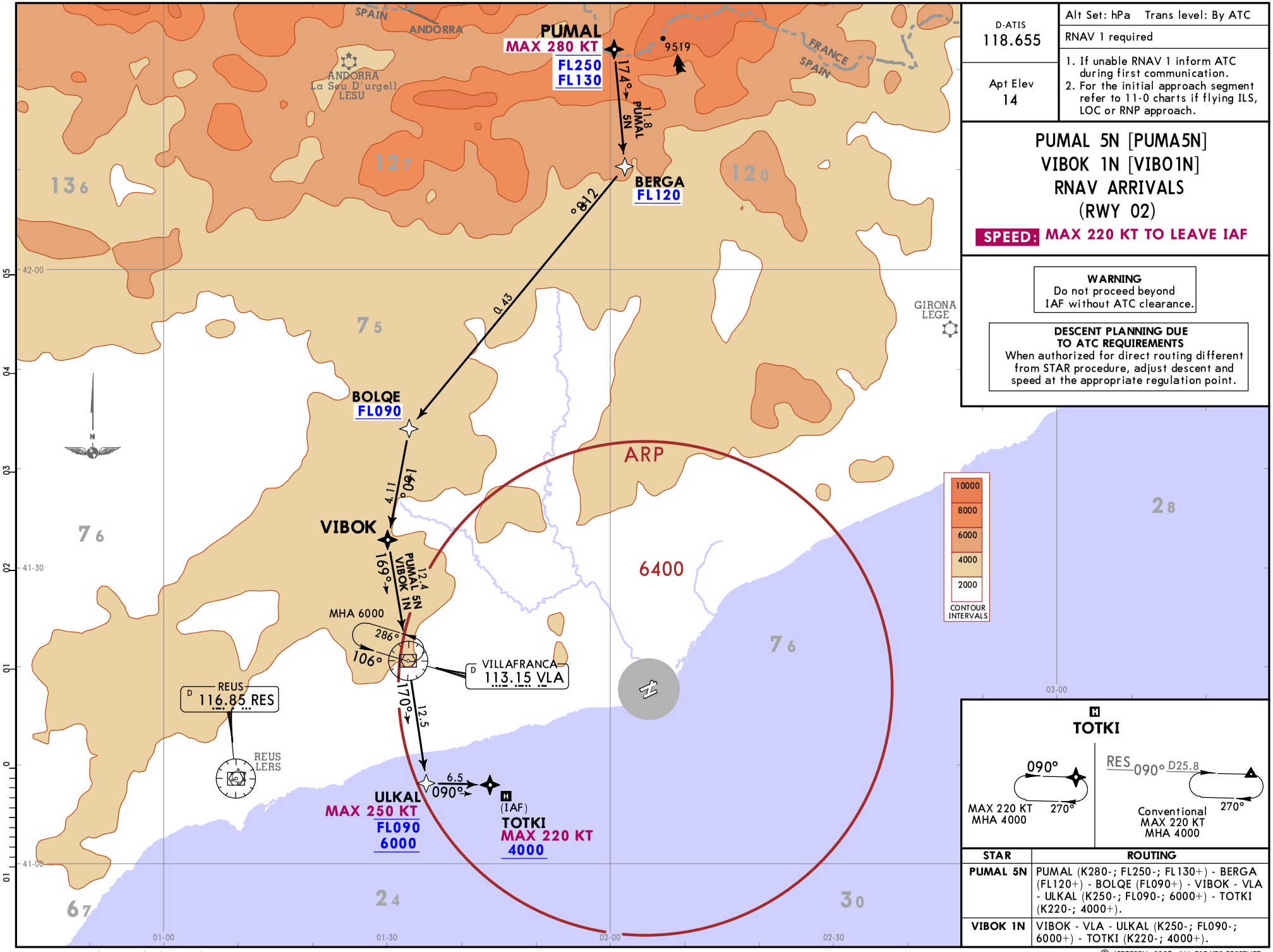


SLL



STAR	ROUTING
MAMUK 1N	MAMUK (FL080+) - SLL (6000+) - BCN (K250-; FL090-) - BL645 - VIBIM (K220-; 4000+).
PUMAL 2X	PUMAL (K280-; FL250-; FL130+) - BERGA (FL120+) - KOSIT - MAMUK (FL080+) - SLL (6000+) - BCN (K250-; FL090-) - BL645 - VIBIM (K220-; 4000+).

CHANGES: PUMAL 2X availability.



D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

PUMAL 5N [PUMA5N]
VIBOK 1N [VIBO1N]
RNAV ARRIVALS
(RWY 02)

SPEED: MAX 220 KT TO LEAVE IAF

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

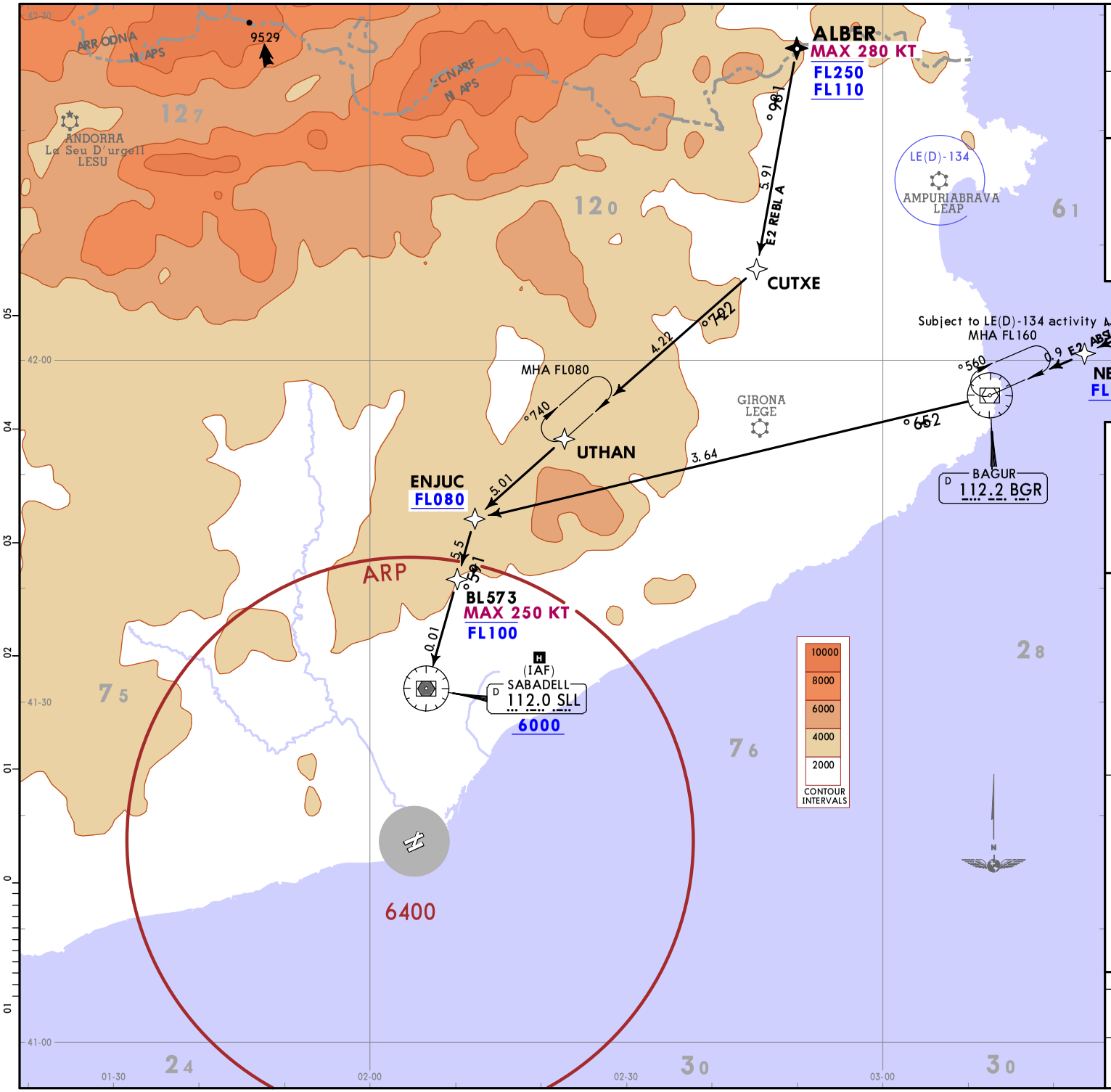
TOTKI

STAR	ROUTING
PUMAL 5N	PUMAL (K280-; FL250-; FL130+) - BERGA (FL120+) - BOLQE (FL090+) - VIBOK - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).
VIBOK 1N	VIBOK - VLA - ULKAL (K250-; FL090-; 6000+) - TOTKI (K220-; 4000+).

CHANGES: Procedures completely revised.

ALBER 2E [ALBE2E]
BISBA 2E [BISB2E]
RNAV ARRIVALS
(RWYS 06L/R)

D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

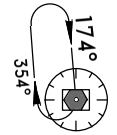


WARNING
Do not proceed beyond IAF without ATC clearance.

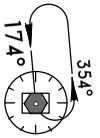
DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

SLL

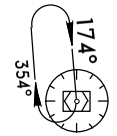
MHA 6000



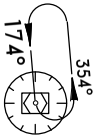
RWY 06L
Only usable in case of communication failure during missed approach
MHA 5000



Conventional
VOR & DME required
MHA 6000

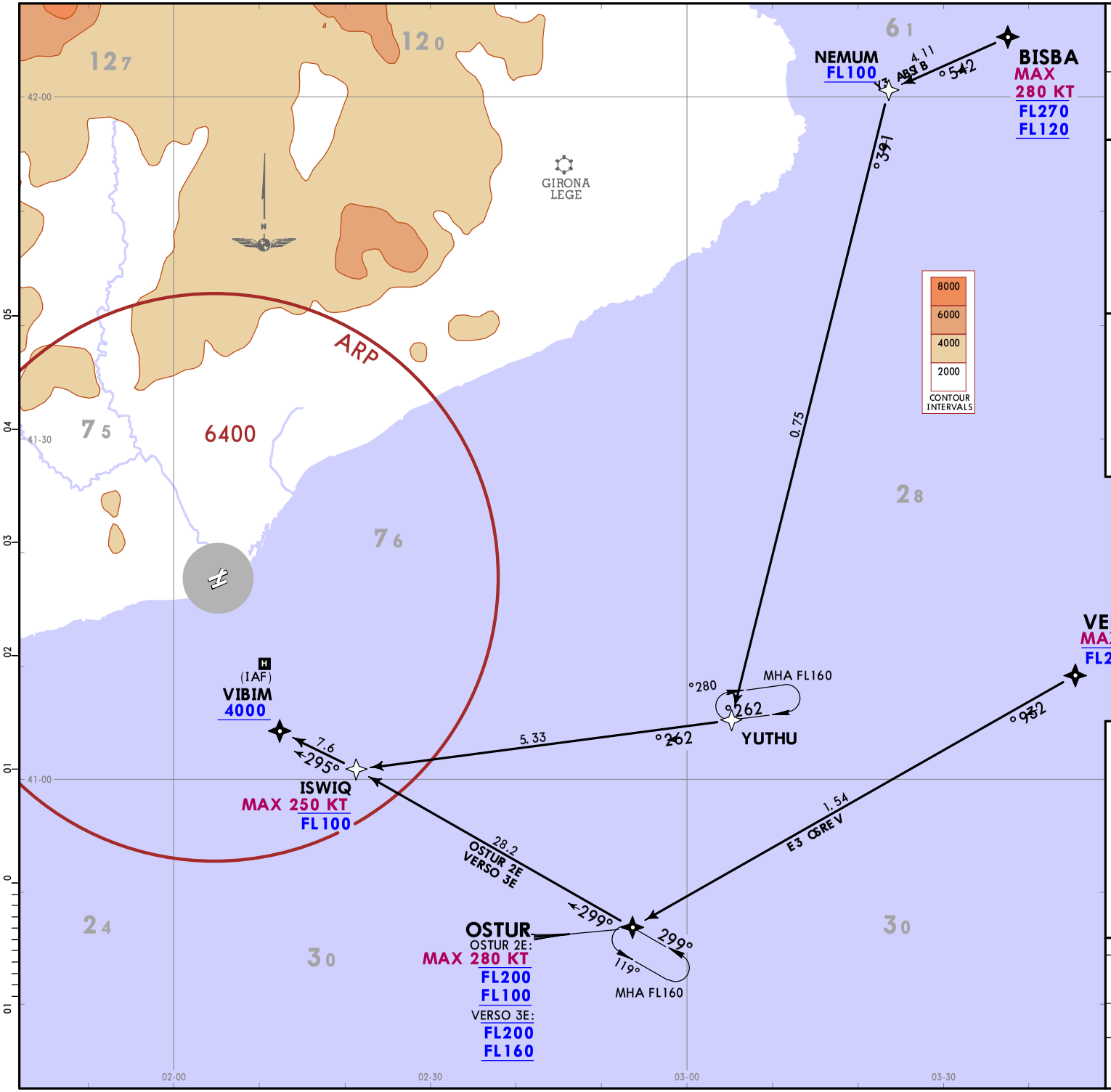


RWY 06L
Conventional
VOR & DME required
Only usable in case of communication failure during missed approach
MHA 5000



STAR	ROUTING
ALBER 2E	ALBER (K280-; FL250-; FL110+) - CUTXE - UTHAN - ENJUC (FL080+) - BL573 (K250-; FL100-) - SLL (6000+).
BISBA 2E	BISBA (K280-; FL270-; FL120+) - NEMUM (FL100+) - BGR - ENJUC (FL080+) - BL573 (K250-; FL100-) - SLL (6000+).

CHANGES: Procedures completely revised.



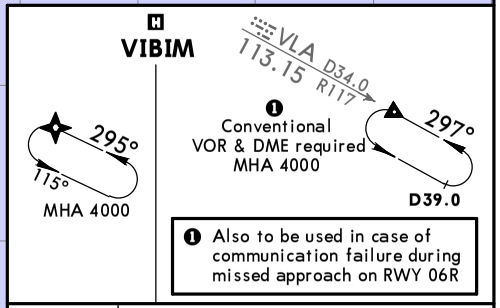
D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

BISBA 3Y [BISB3Y]
NOT PLANNABLE, TACTICAL USE ONLY

OSTUR 2E [OSTU2E]
VERSO 3E [VERS3E]
RNAV ARRIVALS (RWYS 06L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.



STAR	ROUTING
BISBA 3Y	BISBA (K280-; FL270-; FL120+) - NEMUM (FL100+) - YUTHU - ISWIQ (K250-; FL100-) - VIBIM (4000+).
OSTUR 2E	OSTUR (K280-; FL200-; FL100+) - ISWIQ (K250-; FL100-) - VIBIM (4000+).
VERSO 3E	VERSO (K280-; FL250-) - OSTUR (FL200-; FL160+) - ISWIQ (K250-; FL100-) - VIBIM (4000+).

CHANGES: BISBA 3Y availability.

MARTA 3E [MART3E]
MATEX 3E [MATE3E]
NEPAL 3E [NEPA3E]
RNAV ARRIVALS
(RWYS 06L/R)

D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

RUBOT

MHA 4000

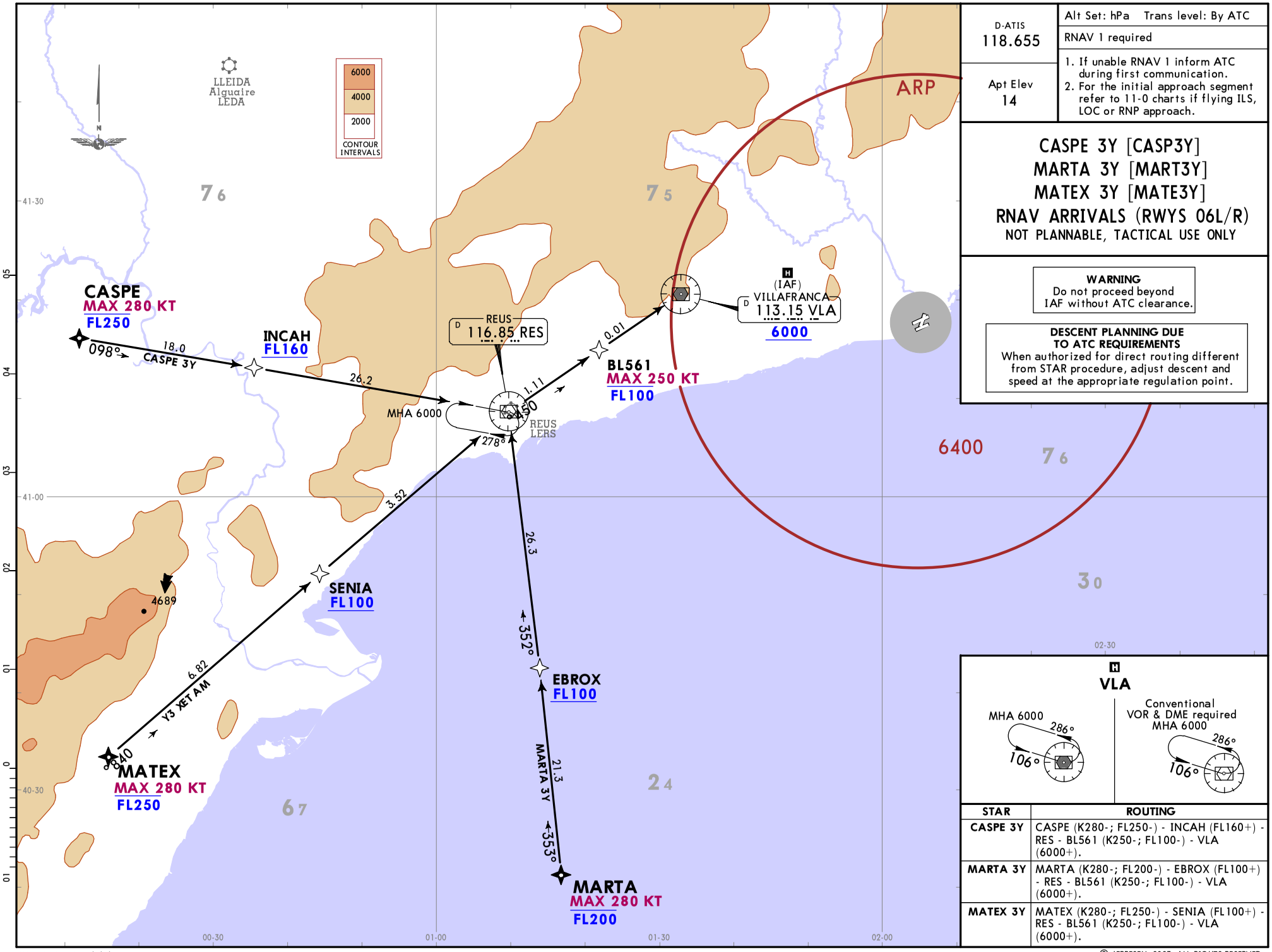
D43.0

Conventional VOR & DME required
MHA 4000

STAR	ROUTING
MARTA 3E	MARTA (K280-; FL200-) - PAPOS (FL160+) - TAQOH (K250-; FL100-; 6000+) - RUBOT (4000+).
MATEX 3E	MATEX (K280-; FL250-) - KANWU (FL160+) - TAQOH (K250-; FL100-; 6000+) - RUBOT (4000+).
NEPAL 3E	NEPAL (K280-; FL160-; FL100+) - TAQOH (K250-; FL100-; 6000+) - RUBOT (4000+).

CHANGES: None.

JEPPESEN BARCELONA, SPAIN
28 JUL 23 10-2K Eff 10 Aug
RNAV STAR



D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

CASPE 3Y [CASP3Y]
MARTA 3Y [MART3Y]
MATEX 3Y [MATE3Y]
RNAV ARRIVALS (RWYS 06L/R)

NOT PLANNABLE, TACTICAL USE ONLY

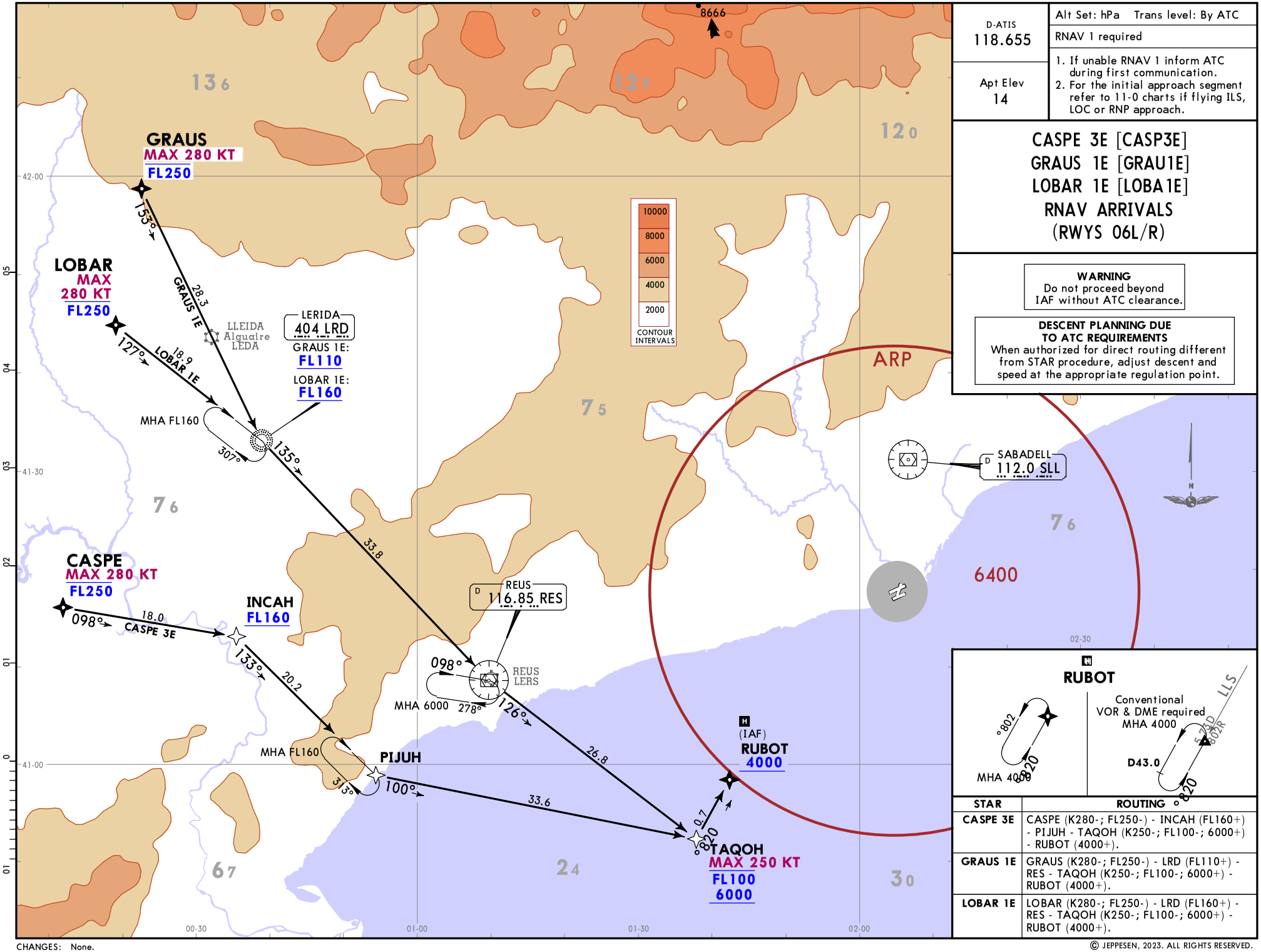
WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

VLA

STAR	ROUTING
CASPE 3Y	CASPE (K280-; FL250-) - INCAH (FL160+) - RES - BL561 (K250-; FL100-) - VLA (6000+).
MARTA 3Y	MARTA (K280-; FL200-) - EBROX (FL100+) - RES - BL561 (K250-; FL100-) - VLA (6000+).
MATEX 3Y	MATEX (K280-; FL250-) - SENIA (FL100+) - RES - BL561 (K250-; FL100-) - VLA (6000+).

CHANGES: Availability.



D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

CASPE 3E [CASP3E]
GRAUS 1E [GRAU1E]
LOBAR 1E [LOBA1E]
RNAV ARRIVALS
(RWYS 06L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

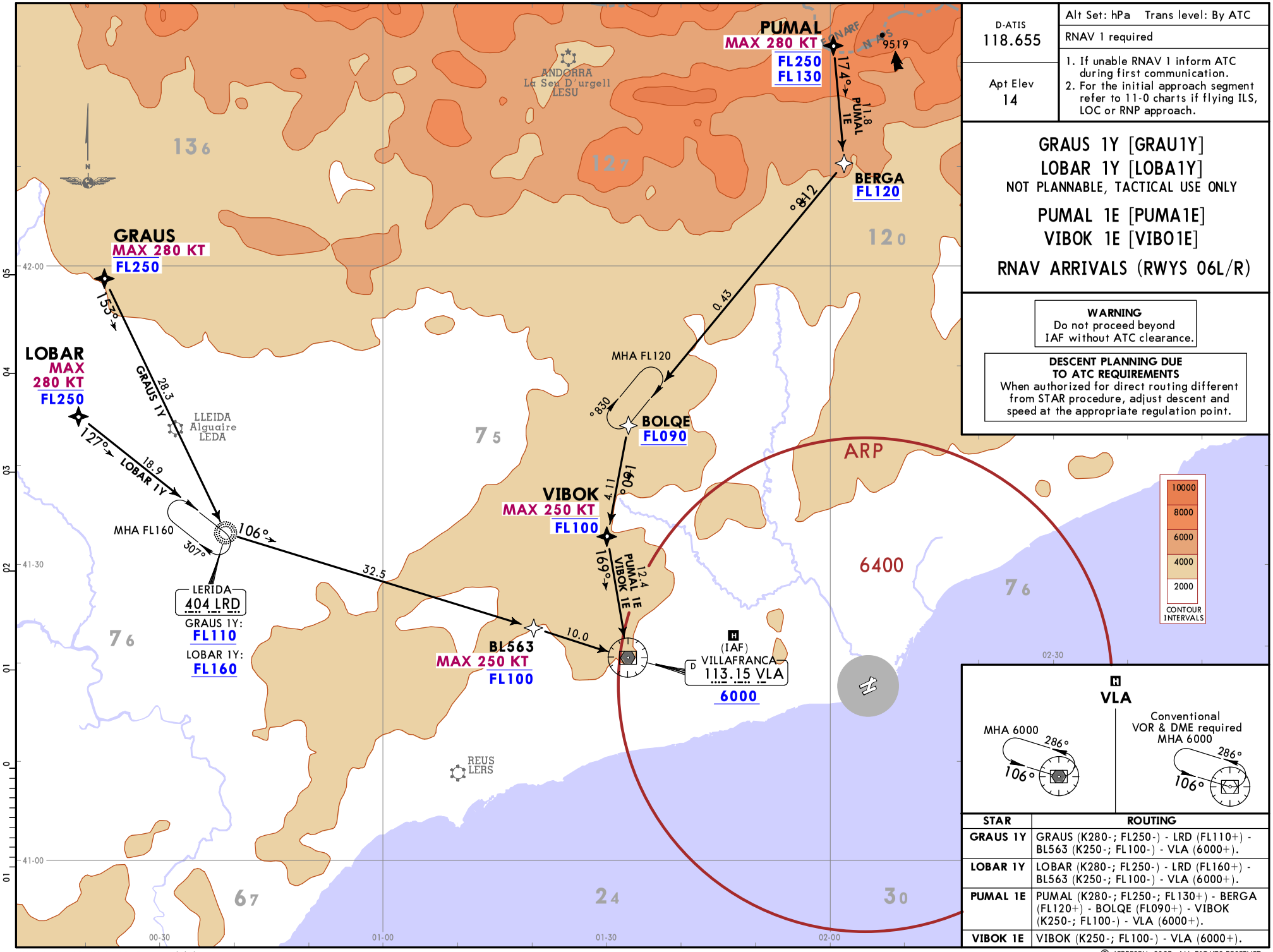
DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

STAR	ROUTING
CASPE 3E	CASPE (K280-; FL250-) - INCAH (FL160+) - PIJUH - TAQOH (K250-; FL100-; 6000+) - RUBOT (4000+).
GRAUS 1E	GRAUS (K280-; FL250-) - LRD (FL110+) - RES - TAQOH (K250-; FL100-; 6000+) - RUBOT (4000+).
LOBAR 1E	LOBAR (K280-; FL250-) - LRD (FL160+) - RES - TAQOH (K250-; FL100-; 6000+) - RUBOT (4000+).

CHANGES: None.

LEBL/BCN
JOSEP TARRADELLAS - EL PRAT

JEPPESEN BARCELONA, SPAIN
28 JUL 23 (10-2M) Eff 10 Aug
RNAV STAR



D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

GRAUS 1Y [GRAU1Y]
LOBAR 1Y [LOBA1Y]
NOT PLANNABLE, TACTICAL USE ONLY

PUMAL 1E [PUMA1E]
VIBOK 1E [VIBO1E]

RNAV ARRIVALS (RWYS 06L/R)

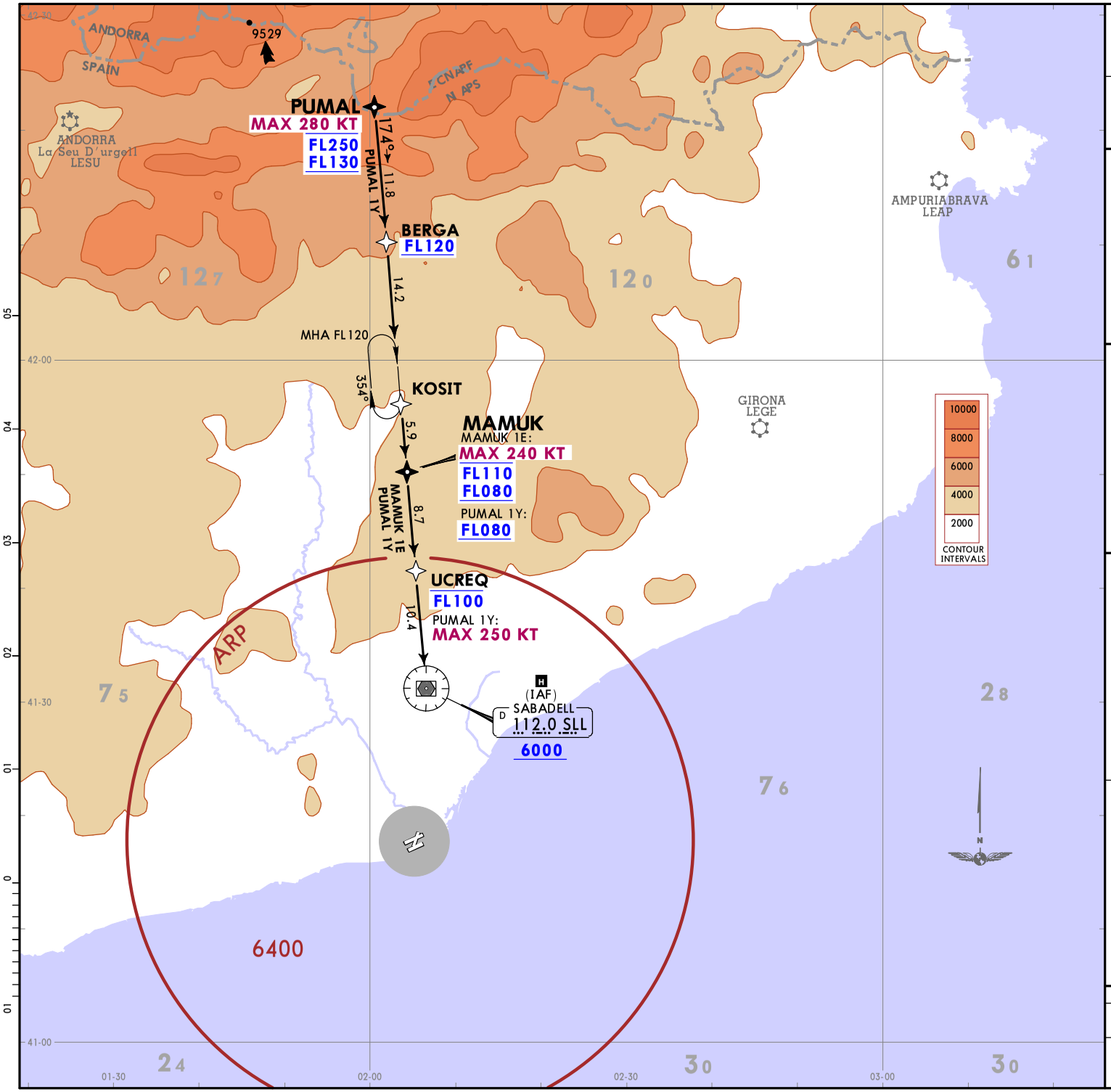
WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

VLA

STAR	ROUTING
GRAUS 1Y	GRAUS (K280-; FL250-) - LRD (FL110+) - BL563 (K250-; FL100-) - VLA (6000+).
LOBAR 1Y	LOBAR (K280-; FL250-) - LRD (FL160+) - BL563 (K250-; FL100-) - VLA (6000+).
PUMAL 1E	PUMAL (K280-; FL250-; FL130+) - BERGA (FL120+) - BOLQE (FL090+) - VIBOK (K250-; FL100-) - VLA (6000+).
VIBOK 1E	VIBOK (K250-; FL100-) - VLA (6000+).

CHANGES: GRAUS & LOBAR 1Y availability.



D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

MAMUK 1E [MAMU1E]
PUMAL 1Y [PUMA1Y]
NOT PLANNABLE, TACTICAL USE ONLY

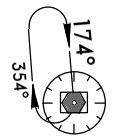
RNAV ARRIVALS (RWYS 06L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

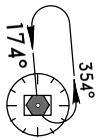
DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

SLL

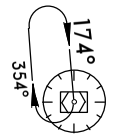
MHA 6000



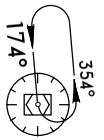
RWY 06L
Only usable in case of communication failure during missed approach
MHA 5000



Conventional
VOR & DME required
MHA 6000



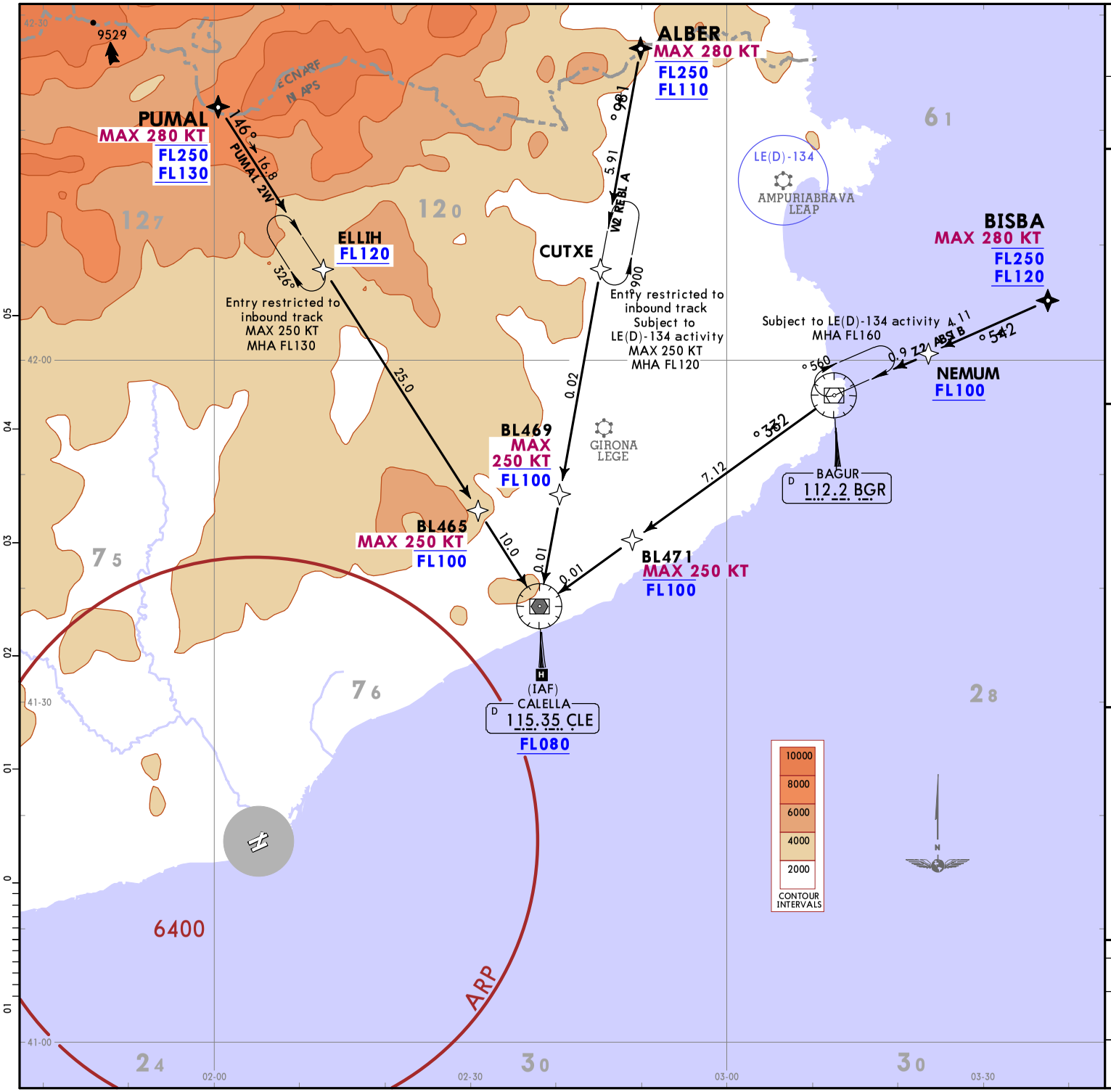
RWY 06L
Conventional
VOR & DME required
Only usable in case of communication failure during missed approach
MHA 5000



STAR	ROUTING
MAMUK 1E	MAMUK (K240-; FL110-; FL080+) - UCREQ (FL100-) - SLL (6000+).
PUMAL 1Y	PUMAL (K280-; FL250-; FL130+) - BERGA (FL120+) - KOSIT - MAMUK (FL080+) - UCREQ (K250-; FL100-) - SLL (6000+).

CHANGES: PUMAL 1Y availability.

JEPPESEN BARCELONA, SPAIN
28 JUL 23 10-2P Eff 10 Aug
RNAV STAR



D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

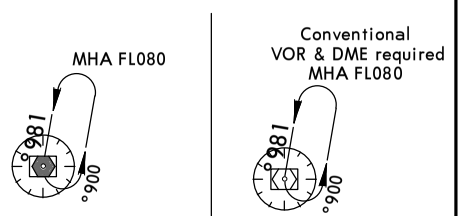
ALBER 2W [ALBE2W]
PUMAL 2W [PUMA2W]
BISBA 2Z [BISB2Z]
NOT PLANNABLE, TACTICAL USE ONLY

RNAV ARRIVALS
(RWYS 24L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

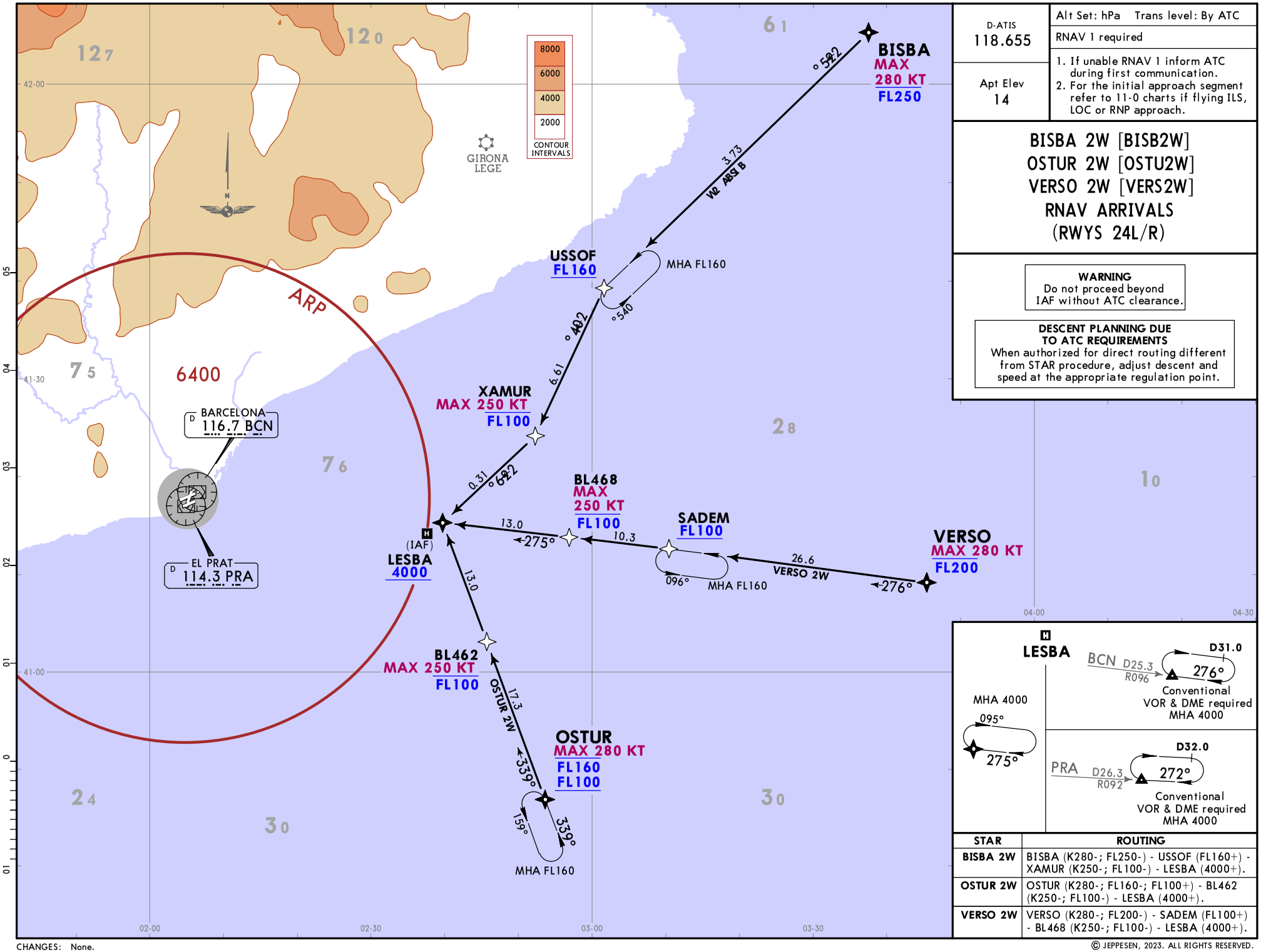
DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

CLE



STAR	ROUTING
ALBER 2W	ALBER (K280-; FL250-; FL110+) - CUTXE - BL469 (K250-; FL100-) - CLE (FL080+).
BISBA 2Z	BISBA (K280-; FL250-; FL120+) - NEMUM (FL100+) - BGR - BL471 (K250-; FL100-) - CLE (FL080+)
PUMAL 2W	PUMAL (K280-; FL250-; FL130+) - ELLIH (FL120+) - BL465 (K250-; FL100-) - CLE (FL080+).

CHANGES: BISBA 2Z availability.



D-ATIS
118.655

Apt Elev
14

Alt Set: hPa Trans level: By ATC

RNAV 1 required

1. If unable RNAV 1 inform ATC during first communication.
2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

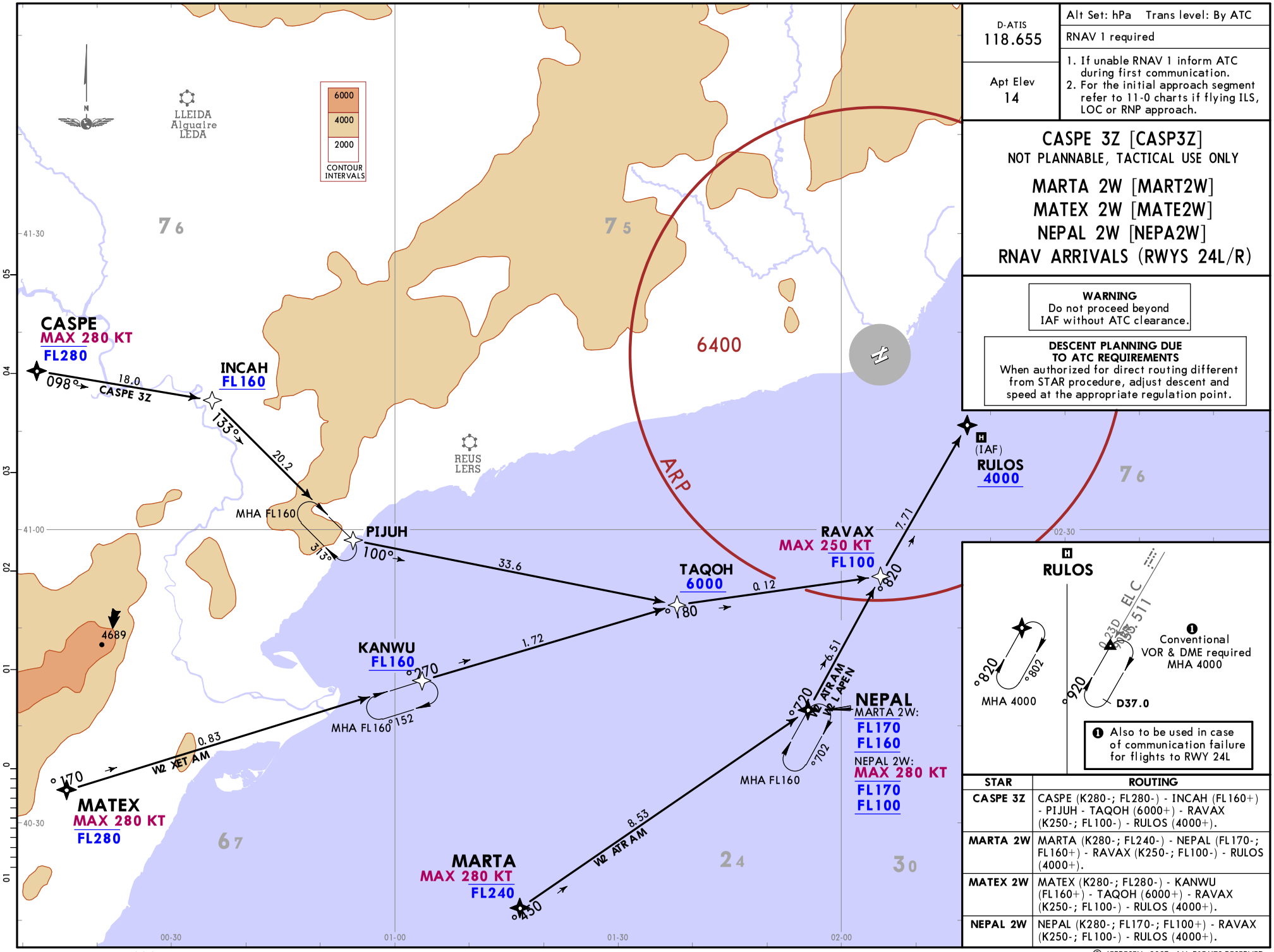
BISBA 2W [BISB2W]
OSTUR 2W [OSTU2W]
VERSO 2W [VERS2W]
RNAV ARRIVALS
(RWYS 24L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

STAR	ROUTING
BISBA 2W	BISBA (K280-; FL250-) - USSOF (FL160+) - XAMUR (K250-; FL100-) - LESBA (4000+).
OSTUR 2W	OSTUR (K280-; FL160-; FL100+) - BL462 (K250-; FL100-) - LESBA (4000+).
VERSO 2W	VERSO (K280-; FL200-) - SADEM (FL100+) - BL468 (K250-; FL100-) - LESBA (4000+).

CHANGES: None.



D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

CASPE 3Z [CASP3Z]
NOT PLANNABLE, TACTICAL USE ONLY

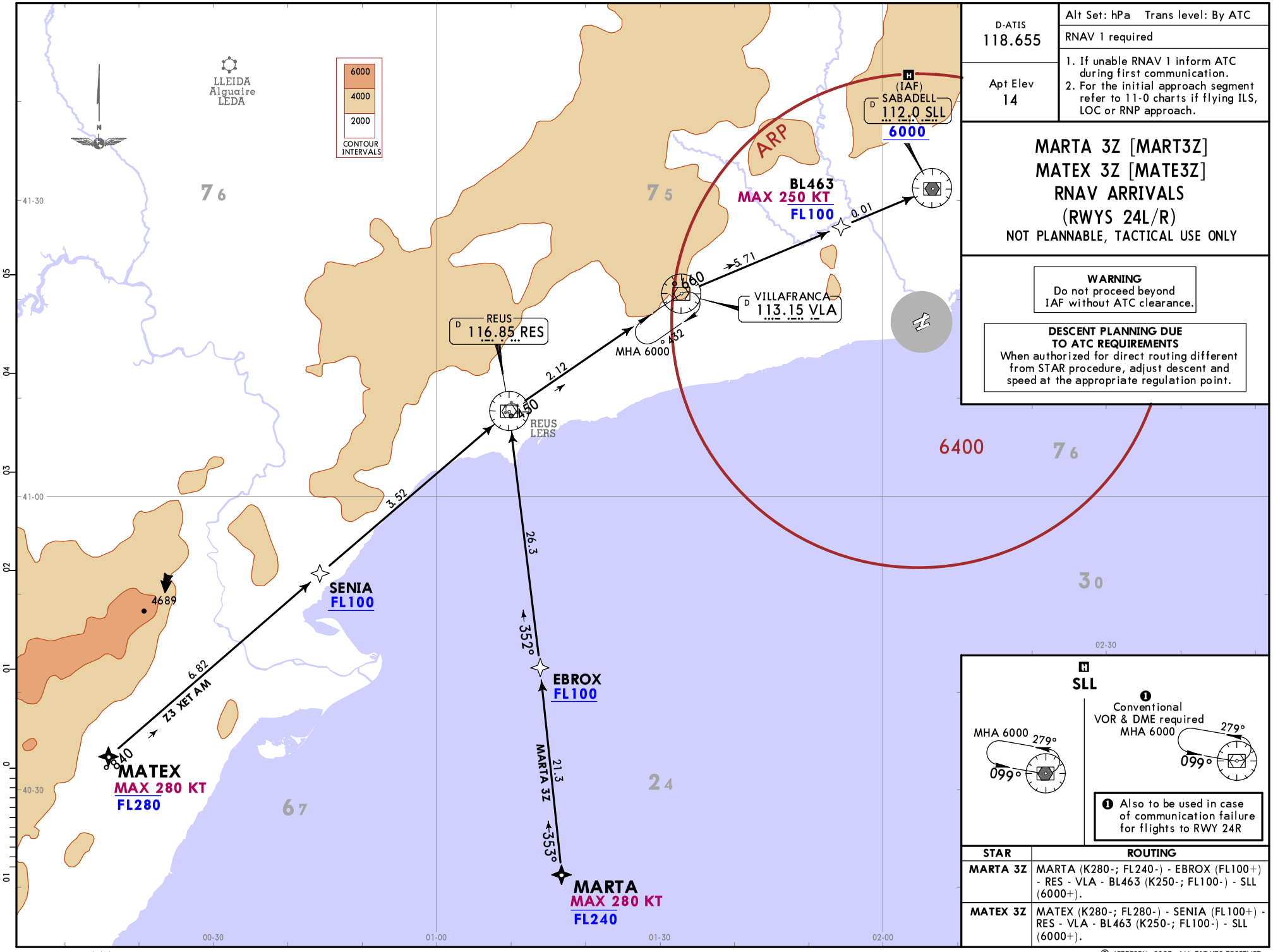
MARTA 2W [MART2W]
MATEX 2W [MATE2W]
NEPAL 2W [NEPA2W]
RNAV ARRIVALS (RWYS 24L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

STAR	ROUTING
CASPE 3Z	CASPE (K280-; FL280-) - INCAH (FL160+) - PIJUH (6000+) - RAVAX (K250-; FL100-) - RULOS (4000+).
MARTA 2W	MARTA (K280-; FL240-) - NEPAL (FL170-; FL160+) - RAVAX (K250-; FL100-) - RULOS (4000+).
MATEX 2W	MATEX (K280-; FL280-) - KANWU (FL160+) - TAQOH (6000+) - RAVAX (K250-; FL100-) - RULOS (4000+).
NEPAL 2W	NEPAL (K280-; FL170-; FL100+) - RAVAX (K250-; FL100-) - RULOS (4000+).

CHANGES: CASPE 3Z availability.



D-ATIS	Alt Set: hPa Trans level: By ATC
118.655	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

MARTA 3Z [MART3Z]
MATEX 3Z [MATE3Z]
RNAV ARRIVALS
(RWYS 24L/R)

NOT PLANNABLE, TACTICAL USE ONLY

WARNING
Do not proceed beyond IAF without ATC clearance.

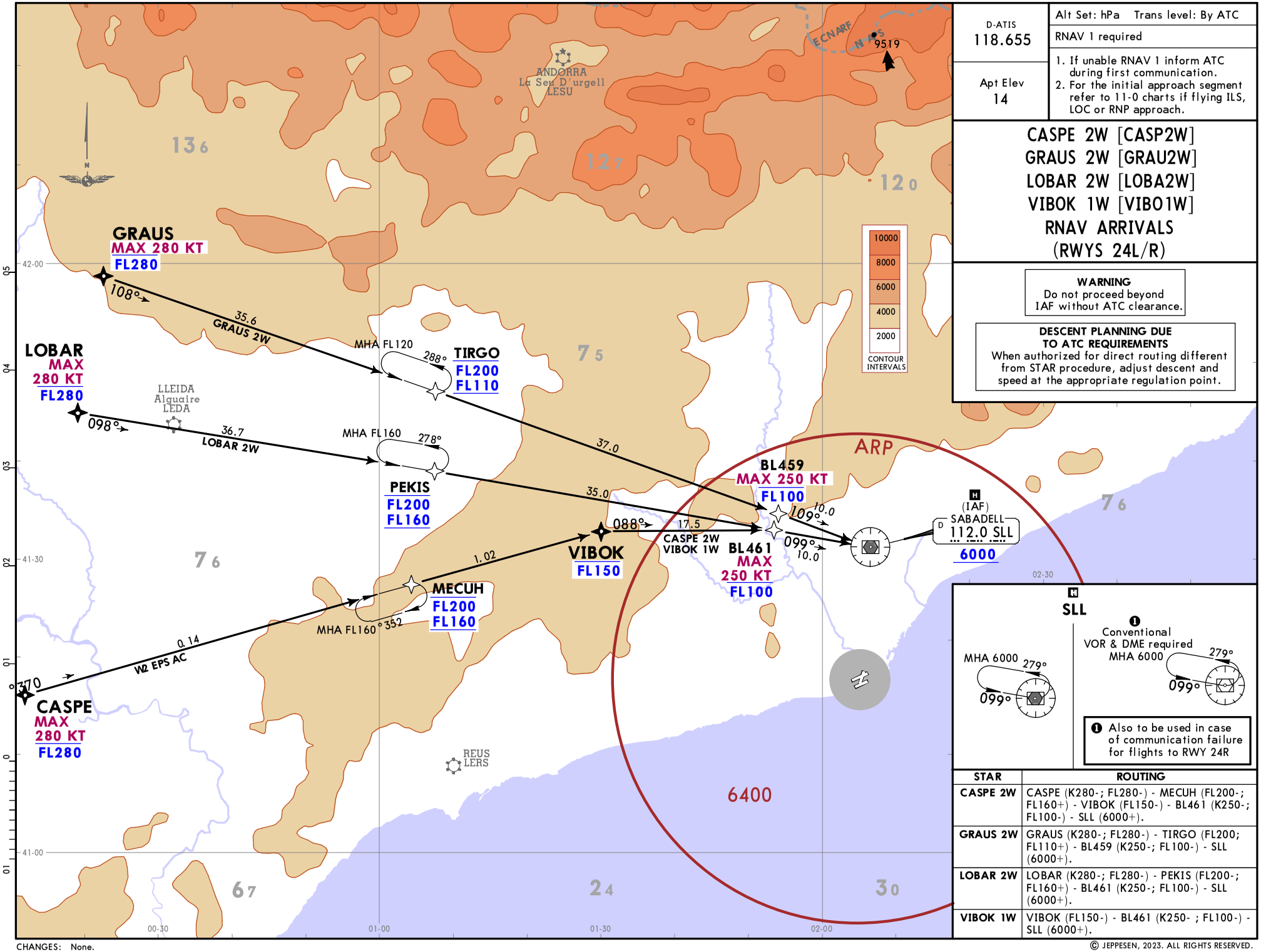
DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

SLL

❶ Also to be used in case of communication failure for flights to RWY 24R

STAR	ROUTING
MARTA 3Z	MARTA (K280-; FL240-) - EBROX (FL100+) - RES - VLA - BL463 (K250-; FL100-) - SLL (6000+).
MATEX 3Z	MATEX (K280-; FL280-) - SENIA (FL100+) - RES - VLA - BL463 (K250-; FL100-) - SLL (6000+).

CHANGES: Availability.



D-ATIS
118.655

Apt Elev
14

Alt Set: hPa Trans level: By ATC

RNAV 1 required

1. If unable RNAV 1 inform ATC during first communication.
2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

CASPE 2W [CASP2W]
GRAUS 2W [GRAU2W]
LOBAR 2W [LOBA2W]
VIBOK 1W [VIBO1W]
RNAV ARRIVALS
(RWYS 24L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

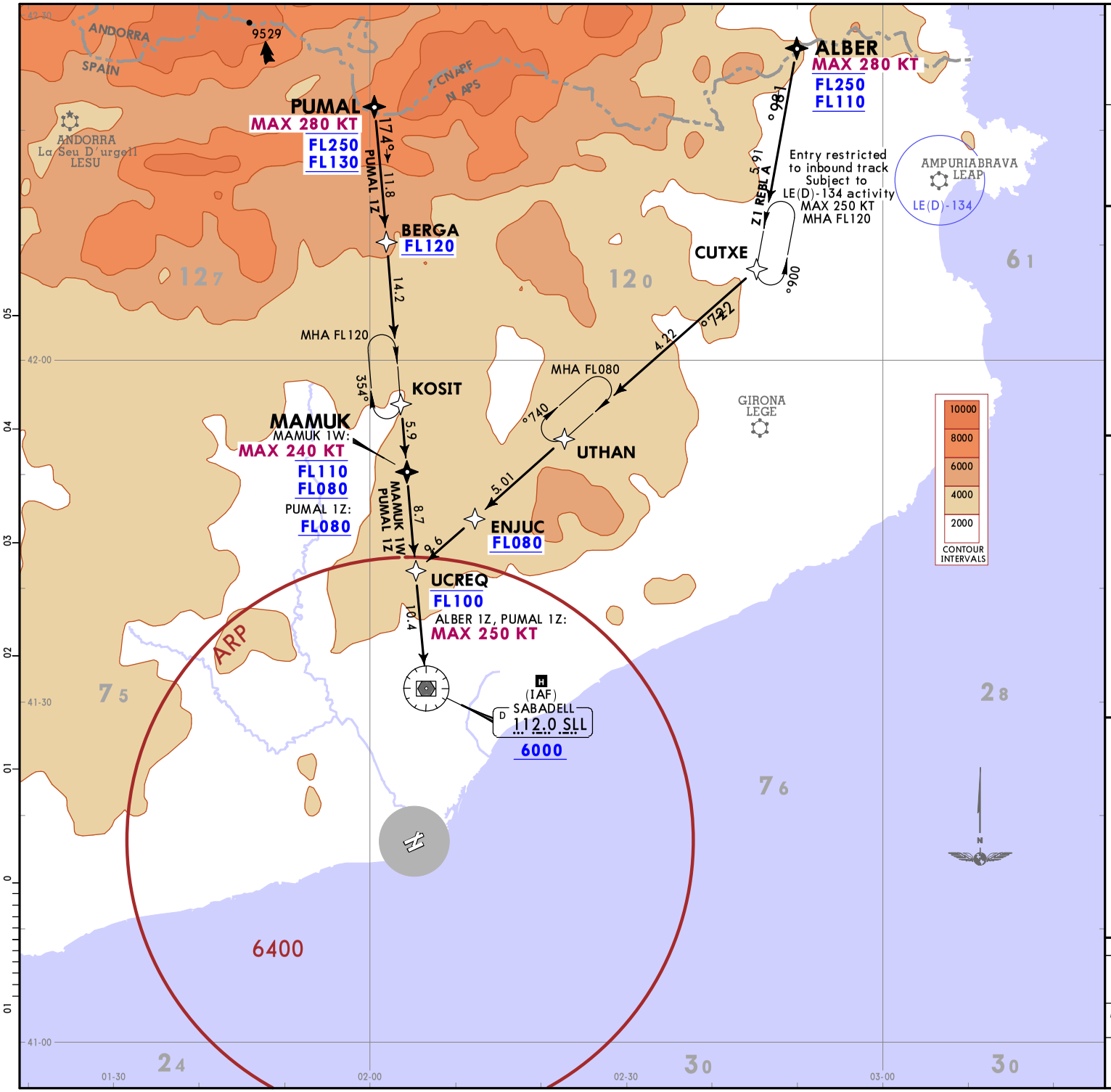
DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

SLL

❶ Also to be used in case of communication failure for flights to RWY 24R

STAR	ROUTING
CASPE 2W	CASPE (K280-; FL280-) - MECUH (FL200-; FL160+) - VIBOK (FL150-) - BL461 (K250-; FL100-) - SLL (6000+).
GRAUS 2W	GRAUS (K280-; FL280-) - TIRGO (FL200; FL110+) - BL459 (K250-; FL100-) - SLL (6000+).
LOBAR 2W	LOBAR (K280-; FL280-) - PEKIS (FL200-; FL160+) - BL461 (K250-; FL100-) - SLL (6000+).
VIBOK 1W	VIBOK (FL150-) - BL461 (K250- ; FL100-) - SLL (6000+).

CHANGES: None.



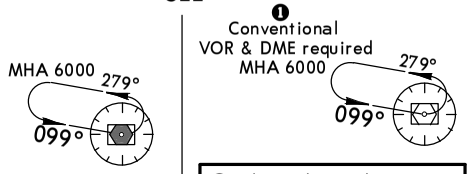
D-ATIS 118.655	Alt Set: hPa Trans level: By ATC
	RNAV 1 required
Apt Elev 14	1. If unable RNAV 1 inform ATC during first communication. 2. For the initial approach segment refer to 11-0 charts if flying ILS, LOC or RNP approach.

ALBER 1Z [ALBE1Z]
PUMAL 1Z [PUMA1Z]
NOT PLANNABLE, TACTICAL USE ONLY
MAMUK 1W [MAMU1W]
RNAV ARRIVALS
(RWYS 24L/R)

WARNING
Do not proceed beyond IAF without ATC clearance.

DESCENT PLANNING DUE TO ATC REQUIREMENTS
When authorized for direct routing different from STAR procedure, adjust descent and speed at the appropriate regulation point.

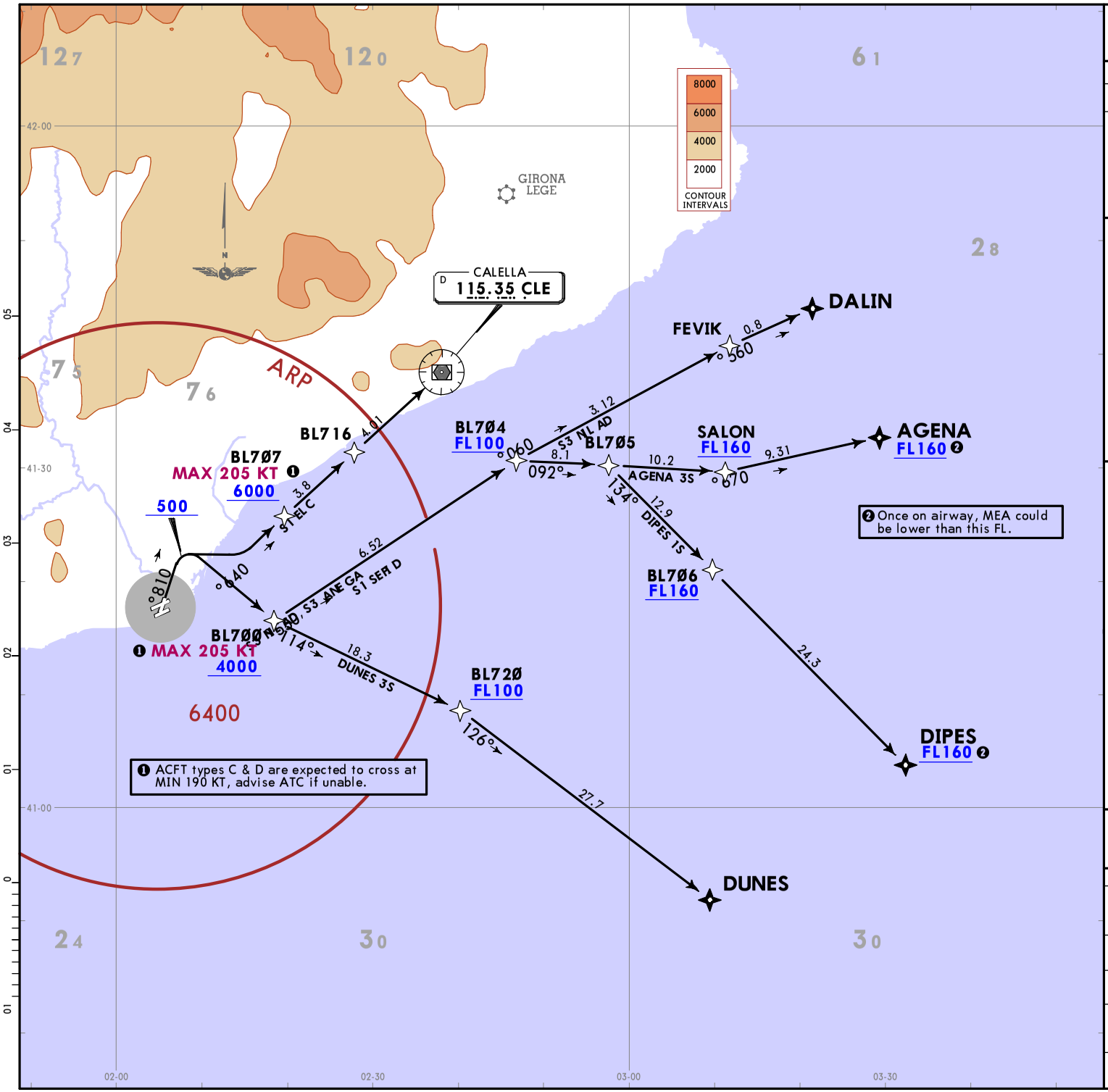
SLL



❶ Also to be used in case of communication failure for flights to RWY 24R

STAR	ROUTING
ALBER 1Z	ALBER (K280-; FL250-; FL110+) - CUTXE - UTHAN - ENJUC (FL080+) - UCREQ (K250-; FL100-) - SLL (6000+).
MAMUK 1W	MAMUK (K240-; FL110-; FL080+) - UCREQ (FL100-) - SLL (6000+).
PUMAL 1Z	PUMAL (K280-; FL250-; FL130+) - BERGA (FL120+) - KOSIT - MAMUK (FL080+) - UCREQ (K250-; FL100-) - SLL (6000+).

CHANGES: ALBER & PUMAL 1Z availability.



BARCELONA Approach (CLE 1S)		Apt Elev
121.155	131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.
5. Turns before DER are not allowed.

AGENA 3S [AGEN3S]
CLE 1S [CLE1S]
DALIN 3S [DALI3S]
DIPES 1S [DIPE1S]
DUNES 3S [DUNE3S]
RNAV DEPARTURES
(RWY 02)

SPEED: MAX 250 KT UNTIL FL100

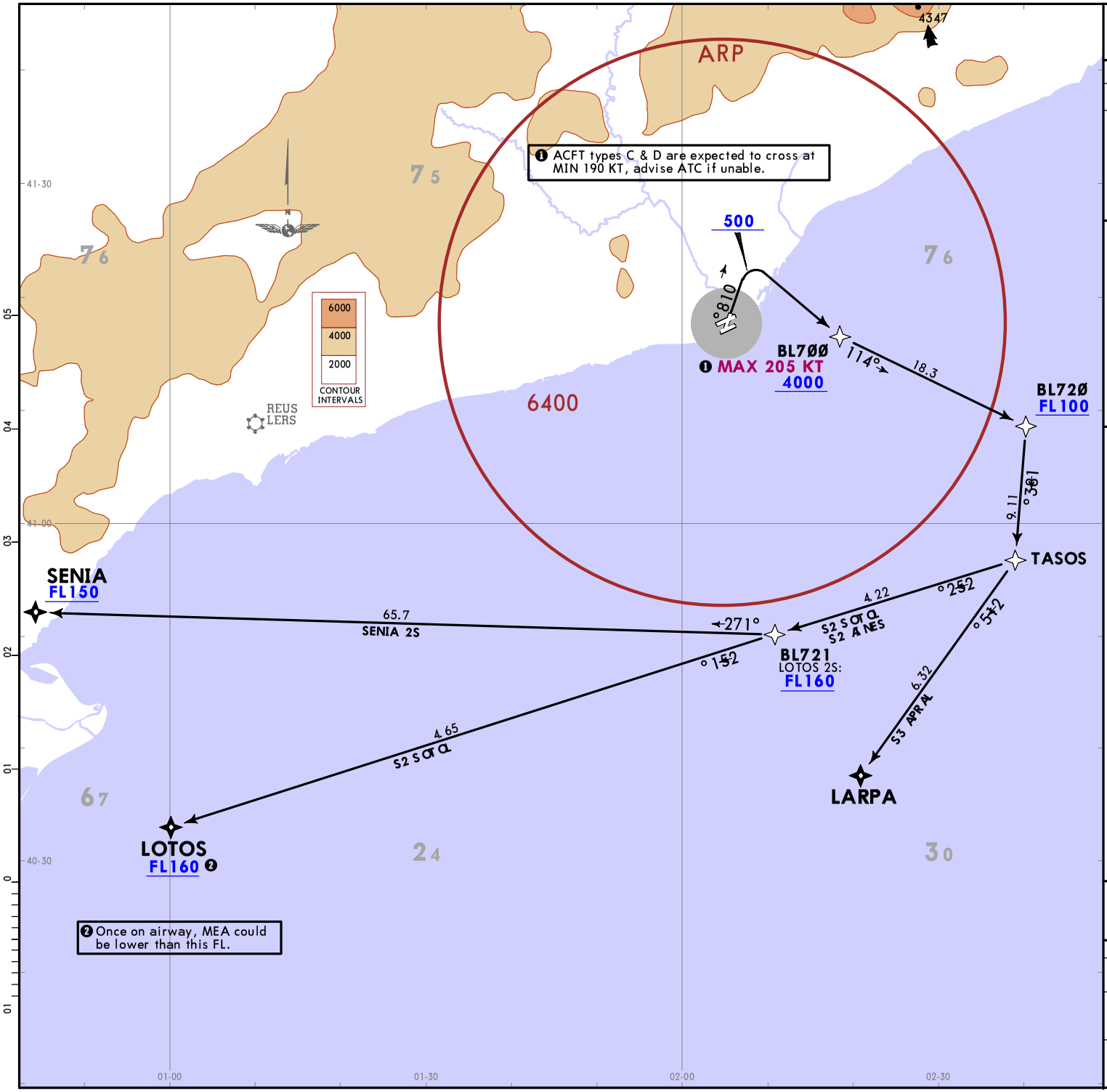
These SIDs require minimum climb gradients of

AGENA 3S, DIPES 1S
5.5% until BL7Ø4, due to operational reasons.
CLE 1S
7.5% until BL7Ø7, due to operational reasons.
DALIN 3S
5.5% up to FL070, due to operational reasons.
DUNES 3S
5.5% up to FL100, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 3S	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø4 (FL100+) - BL7Ø5 - SALON (FL160+) - AGENA (FL160+).
CLE 1S	(500+) - BL7Ø7 (K205-; 6000+) - BL716 - CLE.
DALIN 3S	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø4 (FL100+) - FEVIK - DALIN.
DIPES 1S	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø4 (FL100+) - BL7Ø5 - BL7Ø6 (FL160+) - DIPES (FL160+).
DUNES 3S	(500+) - BL7ØØ (K205-; 4000+) - BL72Ø (FL100+) - DUNES.



BARCELONA Approach	Apt Elev
121.155	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.
5. Turns before DER are not allowed.

LARPA 3S [LARP3S]
LOTOS 2S [LOTO2S]
SENIA 2S [SENI2S]
RNAV DEPARTURES
(RWY 02)

SPEED: MAX 250 KT UNTIL FL100

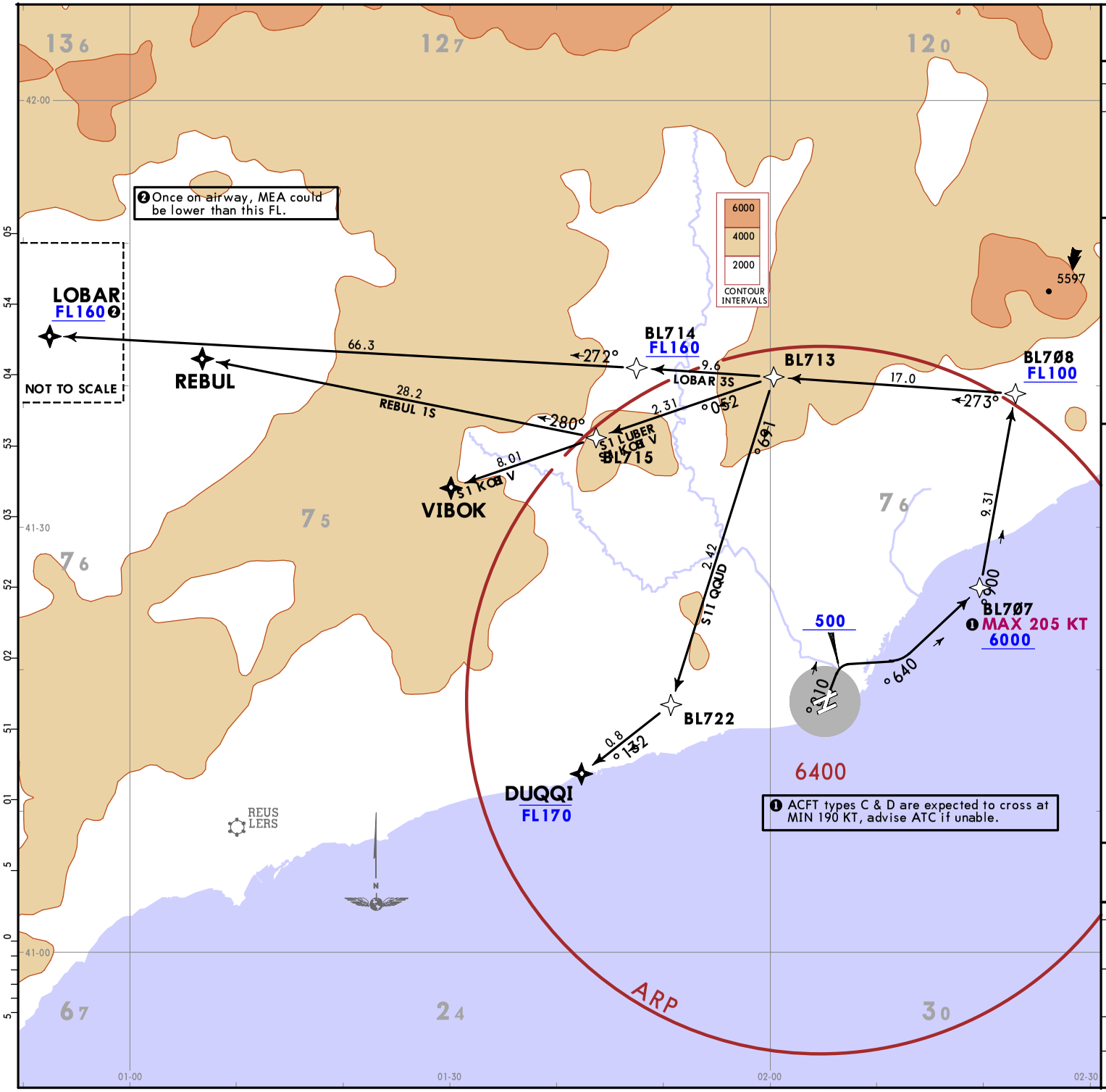
These SIDs require a minimum climb gradient of 5.5% up to FL100, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.5% V/V (fpm)	418	557	835	1114	1392	1671

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 3S	(500+) - BL700 (K205-; 4000+) - BL720 (FL100+) - TASOS - LARPA.
LOTOS 2S	(500+) - BL700 (K205-; 4000+) - BL720 (FL100+) - TASOS - BL721 (FL160+) - LOTOS (FL160+).
SENIA 2S	(500+) - BL700 (K205-; 4000+) - BL720 (FL100+) - TASOS - BL721 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.
5. Turns before DER are not allowed.

DUQQI 1S [DUQI1S]
LOBAR 3S [LOBA3S]
REBUL 1S [REBU1S]
VIBOK 1S [VIBO1S]
RNAV DEPARTURES
(RWY 02)

SPEED: MAX 250 KT UNTIL FL100

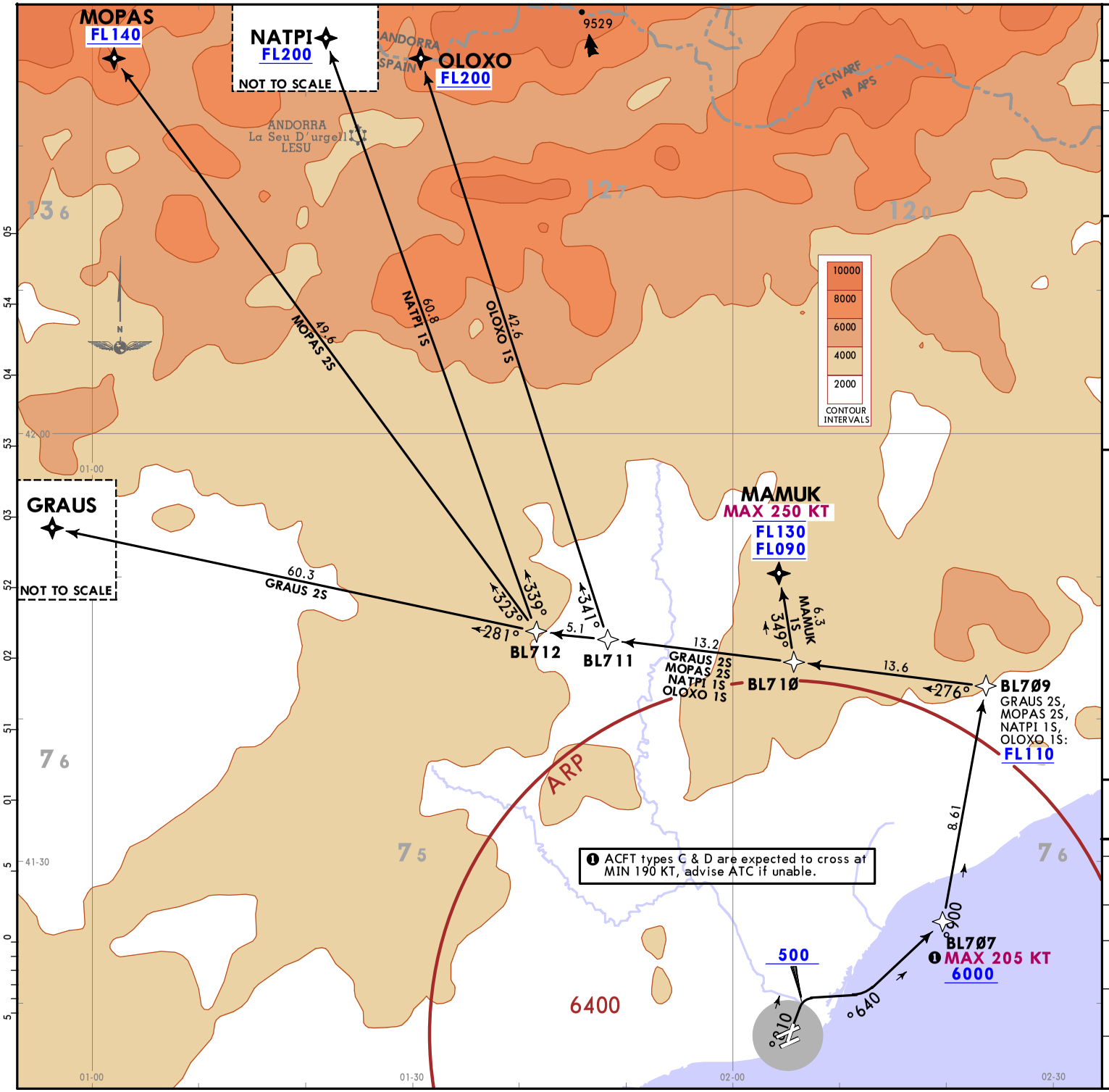
These SIDs require minimum climb gradients of
DUQQI 1S, REBUL 1S, VIBOK 1S
7.5% up to FL085, due to operational reasons.
LOBAR 3S
7.5% up to FL100, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
DUQQI 1S	(500+) - BL707 (K205-; 6000+) - BL708 (FL100+) - BL713 - BL722 - DUQQI (FL170-).
LOBAR 3S	(500+) - BL707 (K205-; 6000+) - BL708 (FL100+) - BL713 - BL714 (FL160+) - LOBAR (FL160+).
REBUL 1S	(500+) - BL707 (K205-; 6000+) - BL708 (FL100+) - BL713 - BL715 - REBUL.
VIBOK 1S	(500+) - BL707 (K205-; 6000+) - BL708 (FL100+) - BL713 - BL715 - VIBOK.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.
5. Turns before DER are not allowed.

GRAUS 2S [GRAU2S]
MAMUK 1S [MAMU1S]
MOPAS 2S [MOPA2S]
NATPI 1S [NATP1S]
OLOXO 1S [OLOX1S]
RNAV DEPARTURES
(RWY 02)

SPEED: MAX 250 KT UNTIL FL100

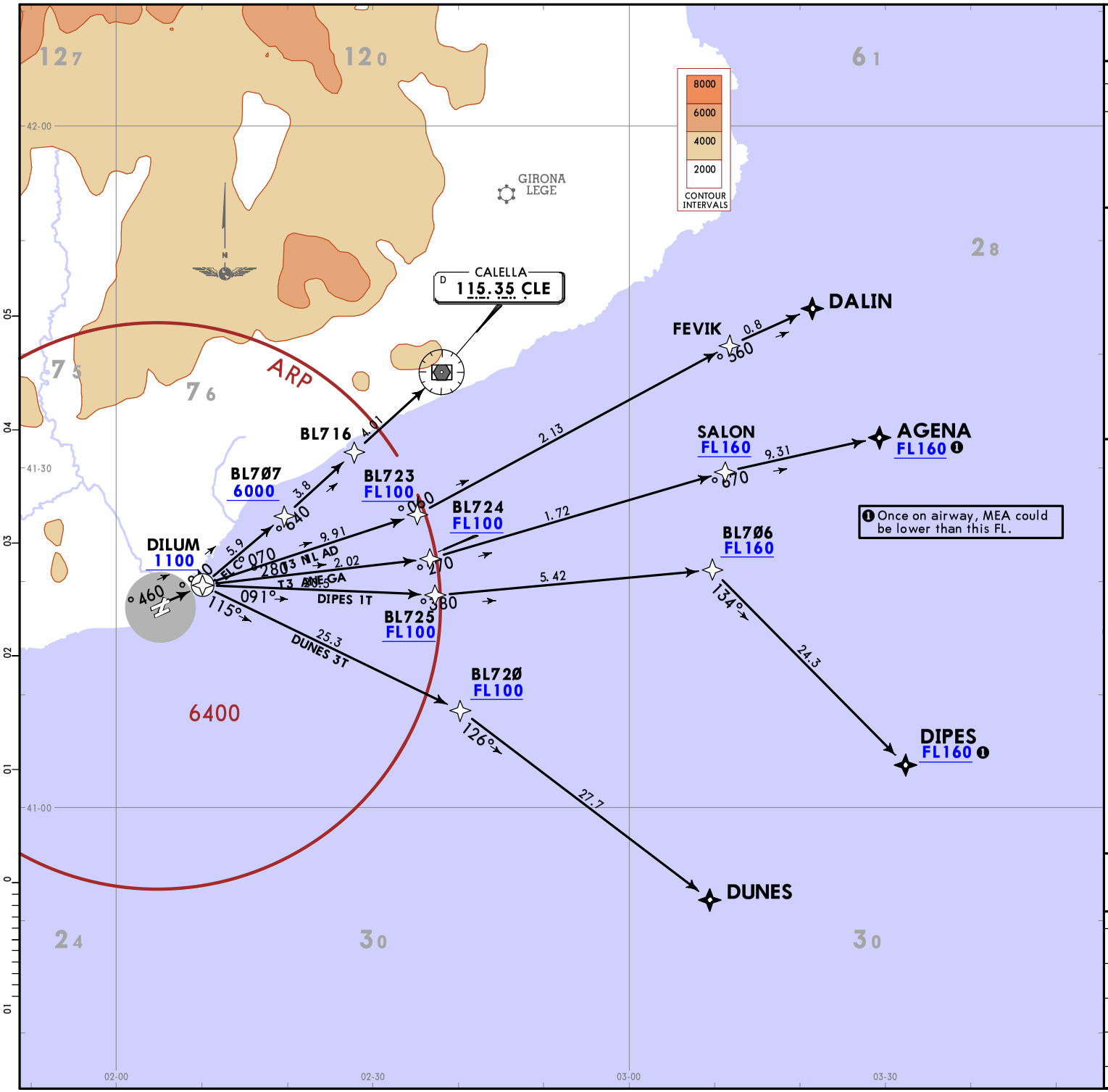
These SIDs require minimum climb gradients of
GRAUS 2S, MOPAS 2S, NATPI 1S, OLOXO 1S
7.5 % up to FL095, due to operational reasons.
MAMUK 1S
7.5 % until BL707, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.5% V/V (fpm)	570	760	1139	1519	1899	2279

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 2S	(500+) - BL707 (K205-; 6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - GRAUS.
MAMUK 1S	(500+) - BL707 (K205-; 6000+) - BL709 - BL710 - MAMUK (K250-; FL130-; FL090+).
MOPAS 2S	(500+) - BL707 (K205-; 6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - MOPAS (FL140+).
NATPI 1S	(500+) - BL707 (K205-; 6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - NATPI (FL200+).
OLOXO 1S	(500+) - BL707 (K205-; 6000+) - BL709 (FL110+) - BL710 - BL711 - OLOXO (FL200+).

CHANGES: Reissue.



BARCELONA Approach (CLE 1T)
121.155 | 131.125

Apt Elev
14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

AGENA 3T [AGEN3T]
CLE 1T [CLE1T]
DALIN 3T [DALI3T]
DIPES 1T [DIPE1T]
DUNES 3T [DUNE3T]
RNAV DEPARTURES
(RWY 06L)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

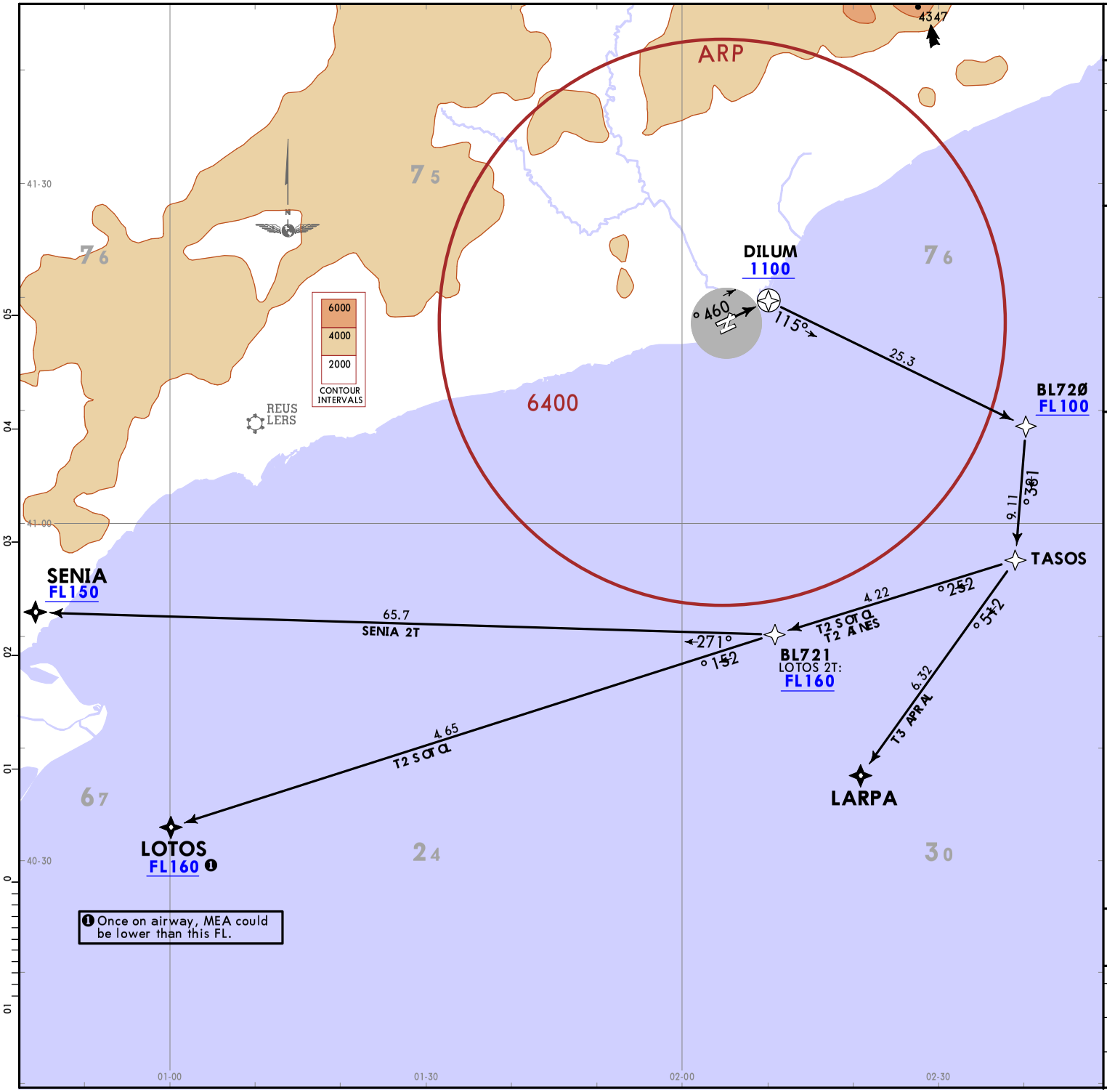
AGENA 3T
7.1% up to FL110, due to operational reasons.
CLE 1T
7.8% until BL707, due to operational reasons.
DALIN 3T
7.2% until BL723, due to operational reasons.
DIPES 1T
7.0% up to FL120, due to operational reasons.
DUNES 3T
5.8% until BL720, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762
7.0% V/V (fpm)	532	709	1063	1418	1772	2127
7.1% V/V (fpm)	539	719	1079	1438	1798	2157
7.2% V/V (fpm)	547	729	1094	1458	1823	2187
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 3T	DILUM (1100+) - BL724 (FL100+) - SALON (FL160+) - AGENA (FL160+).
CLE 1T	DILUM (1100+) - BL707 (6000+) - BL716 - CLE.
DALIN 3T	DILUM (1100+) - BL723 (FL100+) - FEVIK - DALIN.
DIPES 1T	DILUM (1100+) - BL725 (FL100+) - BL706 (FL160+) - DIPES (FL160+).
DUNES 3T	DILUM (1100+) - BL720 (FL100+) - DUNES.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
121.155	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

LARPA 3T [LARP3T]
LOTOS 2T [LOTO2T]
SENIA 2T [SENI2T]
RNAV DEPARTURES
(RWY 06L)

SPEED: MAX 250 KT UNTIL FL100

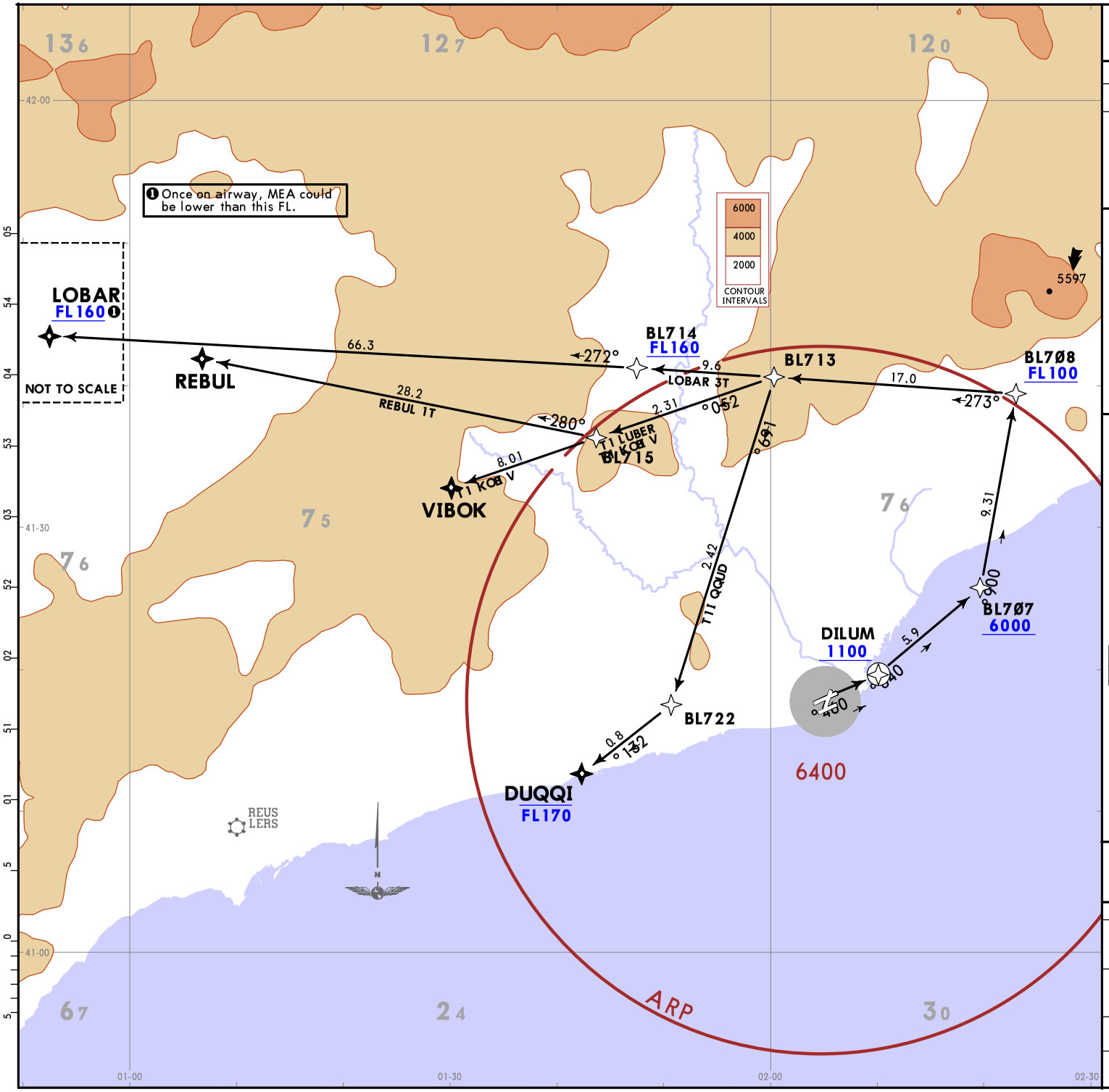
These SIDs require a minimum climb gradient of 5.8% until 72Ø, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.8% V/V (fpm)	441	587	881	1175	1468	1762

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 3T	DILUM (1100+) - BL72Ø (FL100+) - TASOS - LARPA .
LOTOS 2T	DILUM (1100+) - BL72Ø (FL100+) - TASOS - BL721 (FL160+) - LOTOS (FL160+).
SENIA 2T	DILUM (1100+) - BL72Ø (FL100+) - TASOS - BL721 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

DUQQI 1T [DUQI1T]
LOBAR 3T [LOBA3T]
REBUL 1T [REBU1T]
VIBOK 1T [VIBO1T]
RNAV DEPARTURES
(RWY 06L)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

DUQQI 1T, REBUL 1T, VIBOK 1T
7.8 % up to FL090, due to operational reasons.

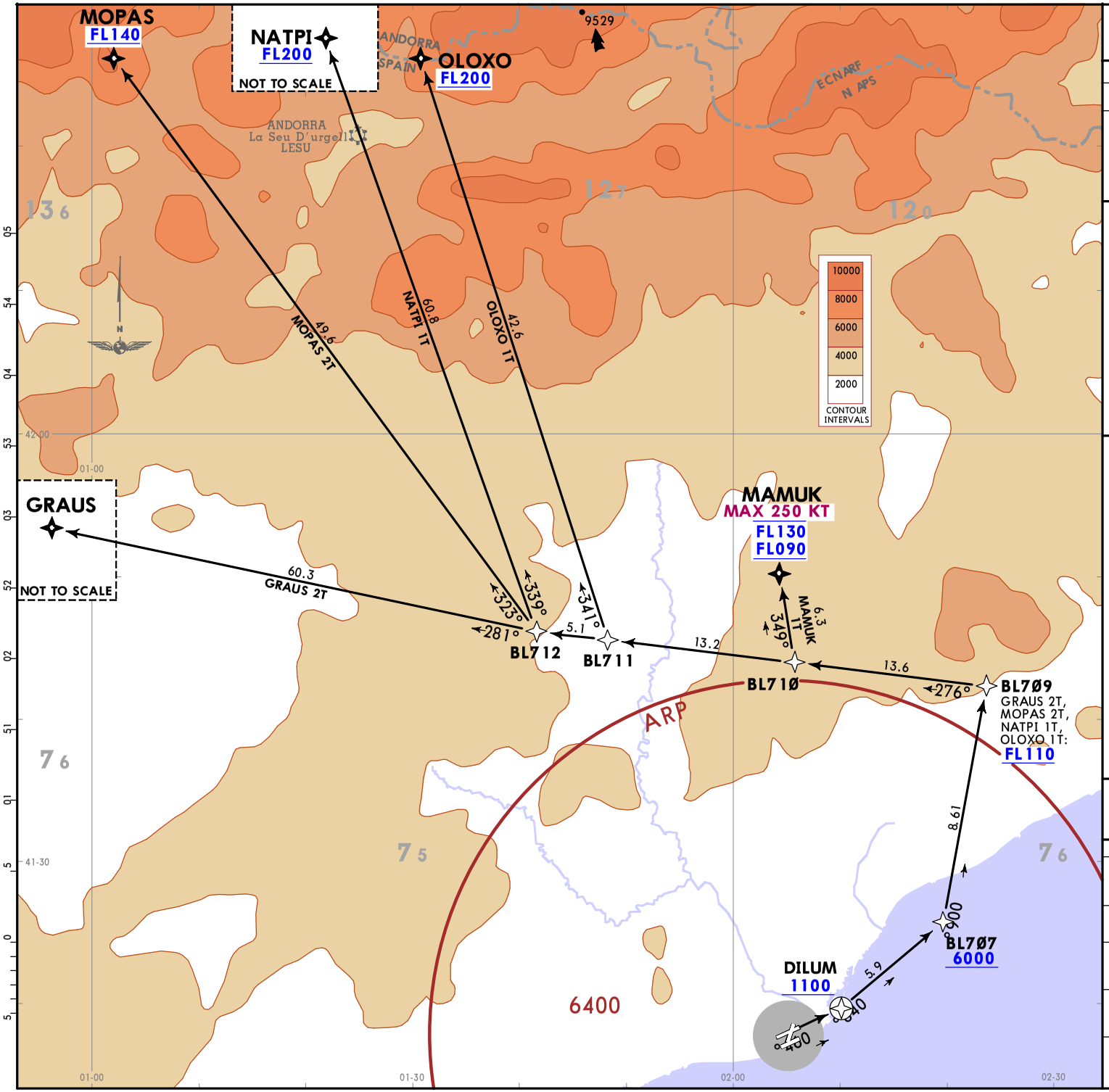
LOBAR 3T
7.8 % up to FL100, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
DUQQI 1T	DILUM (1100+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL722 - DUQQI (FL170-).
LOBAR 3T	DILUM (1100+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL714 (FL160+) - LOBAR (FL160+).
REBUL 1T	DILUM (1100+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL715 - REBUL.
VIBOK 1T	DILUM (1100+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL715 - VIBOK.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

GRAUS 2T [GRAU2T]
MAMUK 1T [MAMU1T]
MOPAS 2T [MOPA2T]
NATPI 1T [NATP1T]
OLOXO 1T [OLOX1T]
RNAV DEPARTURES
(RWY 06L)

SPEED: MAX 250 KT UNTIL FL100

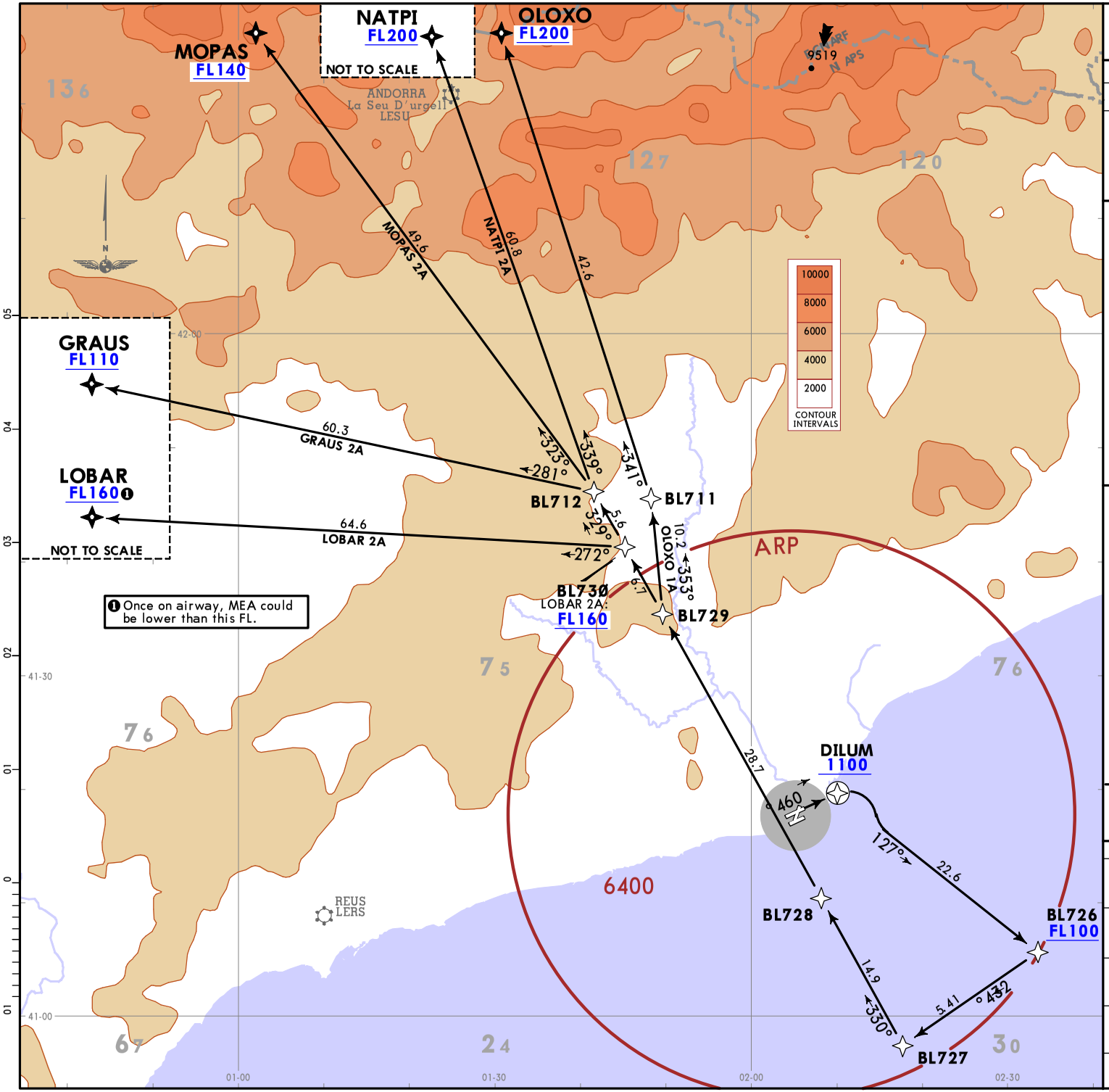
These SIDs require minimum climb gradients of
GRAUS 2T, MOPAS 2T, NATPI 1T, OLOXO 1T
7.8 % up to FL090, due to operational reasons.
MAMUK 1T
7.8 % until BL707, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.8% V/V (fpm)	592	790	1185	1580	1975	2370

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 2T	DILUM (1100+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - GRAUS.
MAMUK 1T	DILUM (1100+) - BL707 (6000+) - BL709 - BL710 - MAMUK (K250-; FL130-; FL090+).
MOPAS 2T	DILUM (1100+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - MOPAS (FL140+).
NATPI 1T	DILUM (1100+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - NATPI (FL200+).
OLOXO 1T	DILUM (1100+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - OLOXO (FL200+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
121.155	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

GRAUS 2A [GRAU2A]
LOBAR 2A [LOBA2A]
MOPAS 2A [MOPA2A]
NATPI 2A [NATP2A]
OLOXO 1A [OLOX1A]
ALTERNATIVE RNAV DEPARTURES
(RWY 06L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

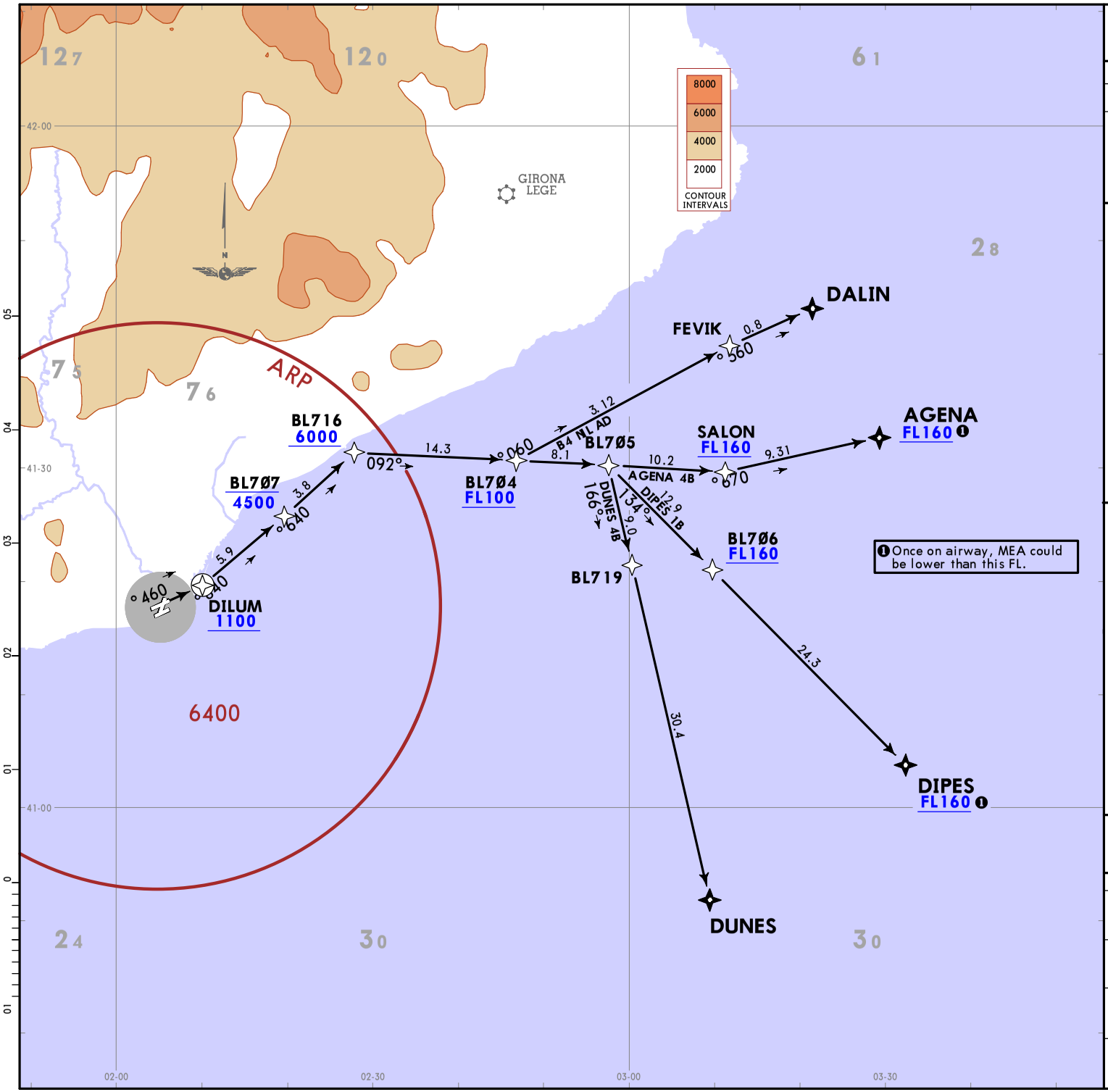
These SIDs require a minimum climb gradient of 6.4 % until BL726, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
6.4% V/V (fpm)	486	648	972	1296	1620	1944

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 2A	DILUM (1100+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 - BL712 - GRAUS (FL110+).
LOBAR 2A	DILUM (1100+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 (FL160+) - LOBAR (FL160+).
MOPAS 2A	DILUM (1100+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 - BL712 - MOPAS (FL140+).
NATPI 2A	DILUM (1100+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 - BL712 - NATPI (FL200+).
OLOXO 1A	DILUM (1100+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL711 - OLOXO (FL200+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

AGENA 4B [AGEN4B]
DALIN 4B [DALI4B]
DIPES 1B [DIPE1B]
DUNES 4B [DUNE4B]
NON-PREFERENTIAL TAKE-OFF RNAV DEPARTURES
(RWY 06L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

AGENA 4B
5.6% up to FL130, due to operational reasons.
DALIN 4B, DIPES 1B, DUNES 4B
5.6% until BL704, due to operational reasons.

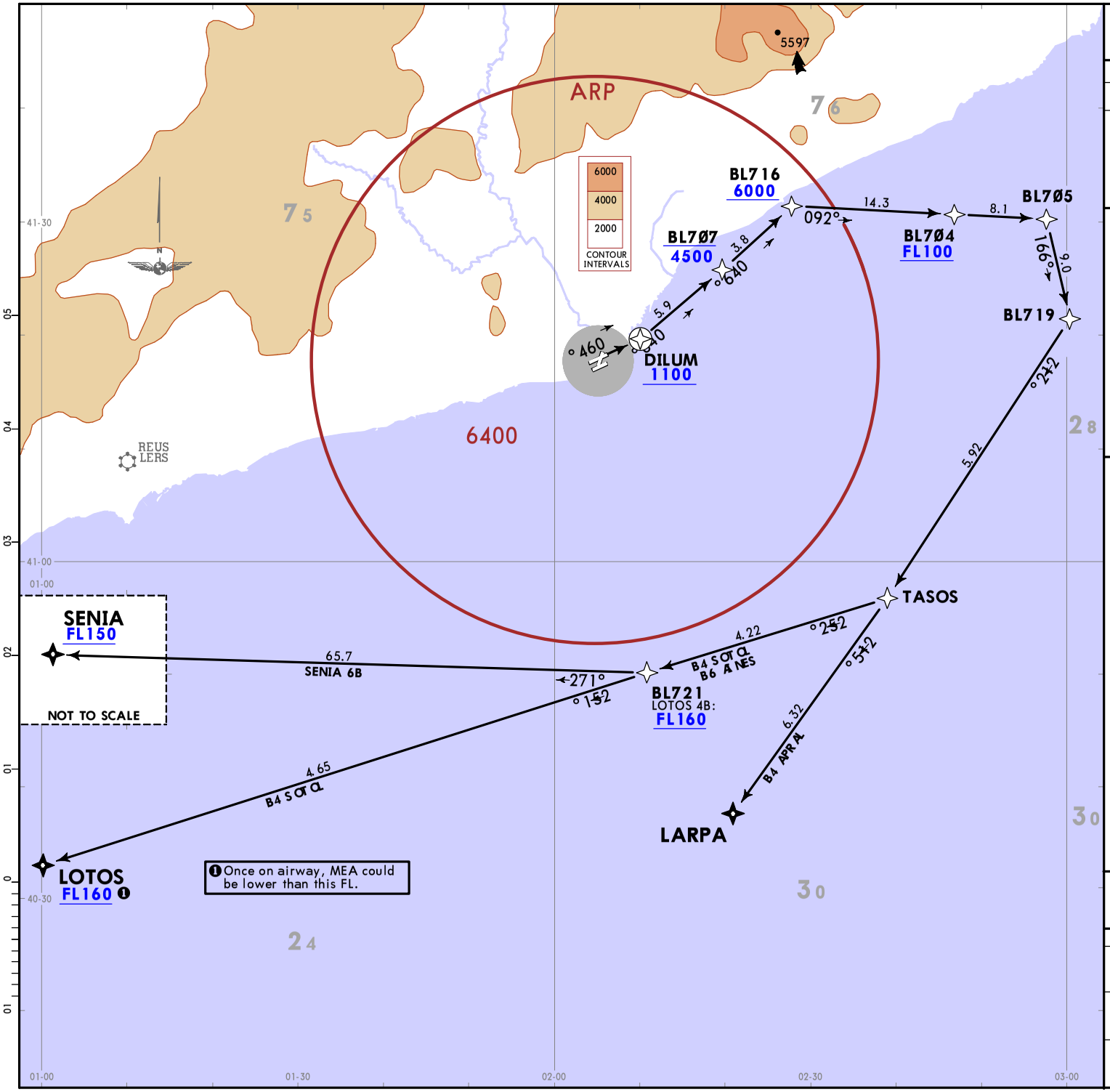
Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
AGENA 4B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - BL705 - SALON (FL160+) - AGENA (FL160+).
DALIN 4B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - FEVIK - DALIN.
DIPES 1B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - BL705 - BL706 (FL160+) - DIPES (FL160+).
DUNES 4B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - BL705 - BL719 - DUNES.

CHANGES: Reissue.

JEPPESEN BARCELONA, SPAIN
17 NOV 23 (10-3J1)
RNAV SID



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

LARPA 4B [LARP4B]
LOTOS 4B [LOTO4B]
SENIA 6B [SENI6B]
NON-PREFERENTIAL TAKE-OFF RNAV DEPARTURES
(RWY 06L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

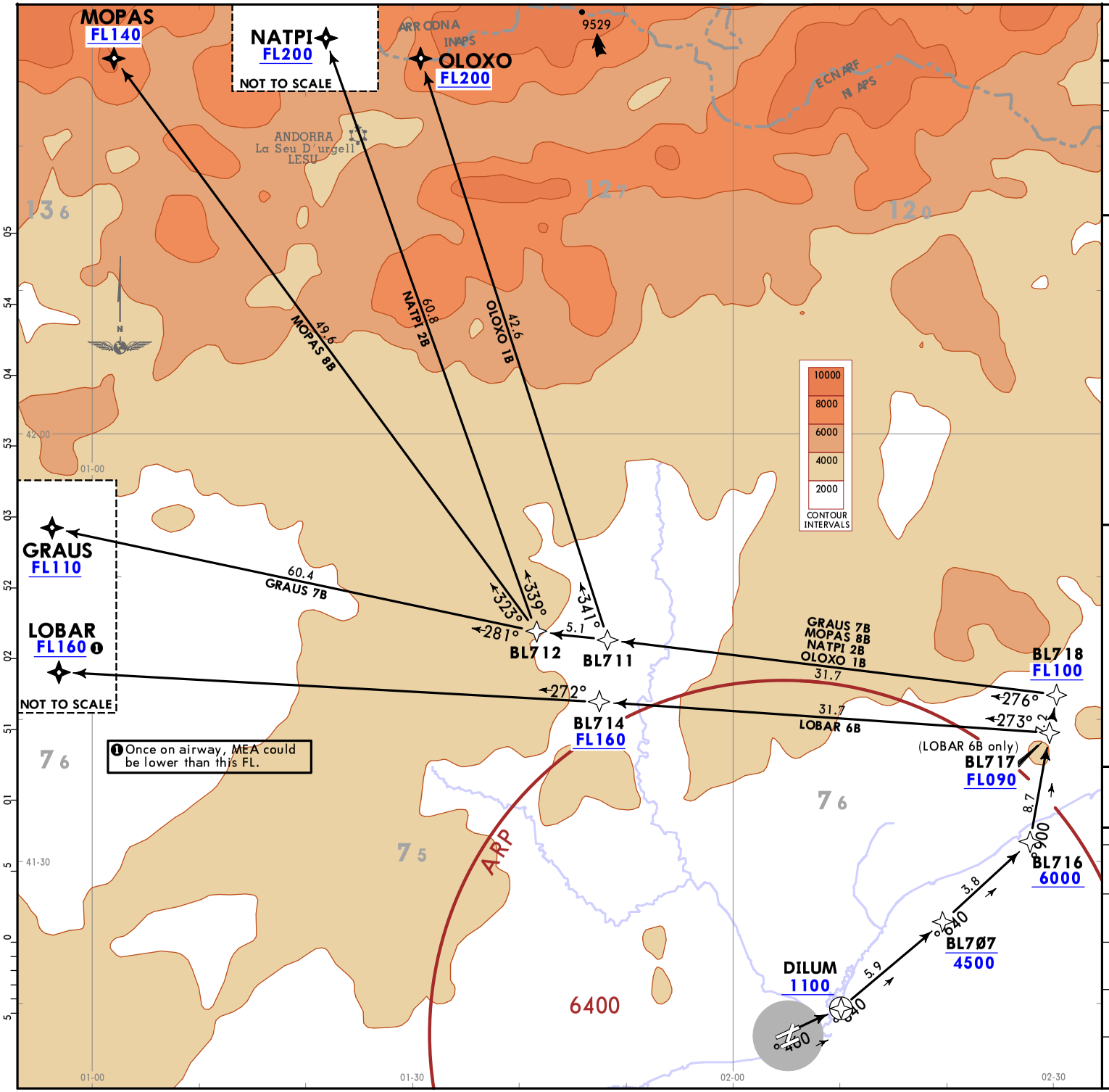
These SIDs require a minimum climb gradient of 5.6% until BL704, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
LARPA 4B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - BL705 - BL719 - TASOS - LARPA.
LOTOS 4B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - BL705 - BL719 - TASOS - BL721 (FL160+) - LOTOS (FL160+).
SENIA 6B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL704 (FL100+) - BL705 - BL719 - TASOS - BL721 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

GRAUS 7B [GRAU7B]
LOBAR 6B [LOBA6B]
MOPAS 8B [MOPA8B]
NATPI 2B [NATP2B]
OLOXO 1B [OLOX1B]

NON-PREFERENTIAL TAKE-OFF RNAV DEPARTURES
(RWY 06L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

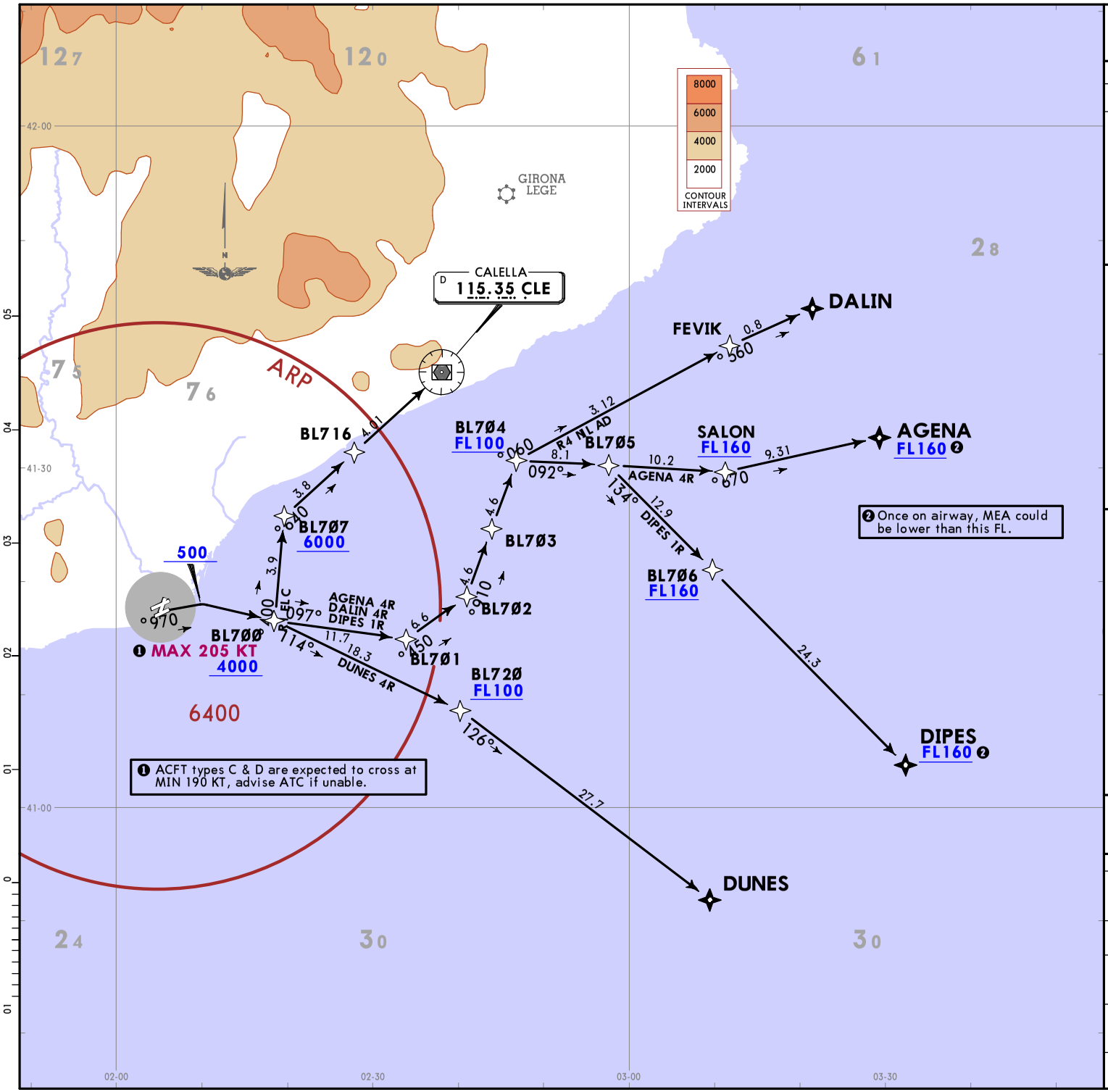
These SIDs require minimum climb gradients of
GRAUS 7B, MOPAS 8B, NATPI 2B, OLOXO 1B
5.6 % until BL718, due to operational reasons.
LOBAR 6B
5.6 % until BL717, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
5.6% V/V (fpm)	425	567	851	1134	1418	1701

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
GRAUS 7B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL718 (FL100+) - BL711 - BL712 - GRAUS (FL110+).
LOBAR 6B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL717 (FL090+) - BL714 (FL160+) - LOBAR (FL160+).
MOPAS 8B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL718 (FL100+) - BL711 - BL712 - MOPAS (FL140+).
NATPI 2B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL718 (FL100+) - BL711 - BL712 - NATPI (FL200+).
OLOXO 1B	DILUM (1100+) - BL707 (4500-) - BL716 (6000+) - BL718 (FL100+) - BL711 - OLOXO (FL200+).

CHANGES: Reissue.



BARCELONA Approach	(CLE 1R)	Apt Elev
121.155	131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. For close-in obstacles see 10-3OB1.
6. For runway configuration refer to 10-1P pages.

AGENA 4R [AGEN4R]
CLE 1R [CLE1R]
DALIN 4R [DALI4R]
DIPES 1R [DIPE1R]
DUNES 4R [DUNE4R]
RNAV DEPARTURES
(RWY 06R)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

AGENA 4R, DIPES 1R
7.0% until BL7Ø1, due to operational reasons.

CLE 1R
7.0% until BL7Ø7, due to operational reasons.

DALIN 4R
7.0% until BL7ØØ, due to operational reasons.

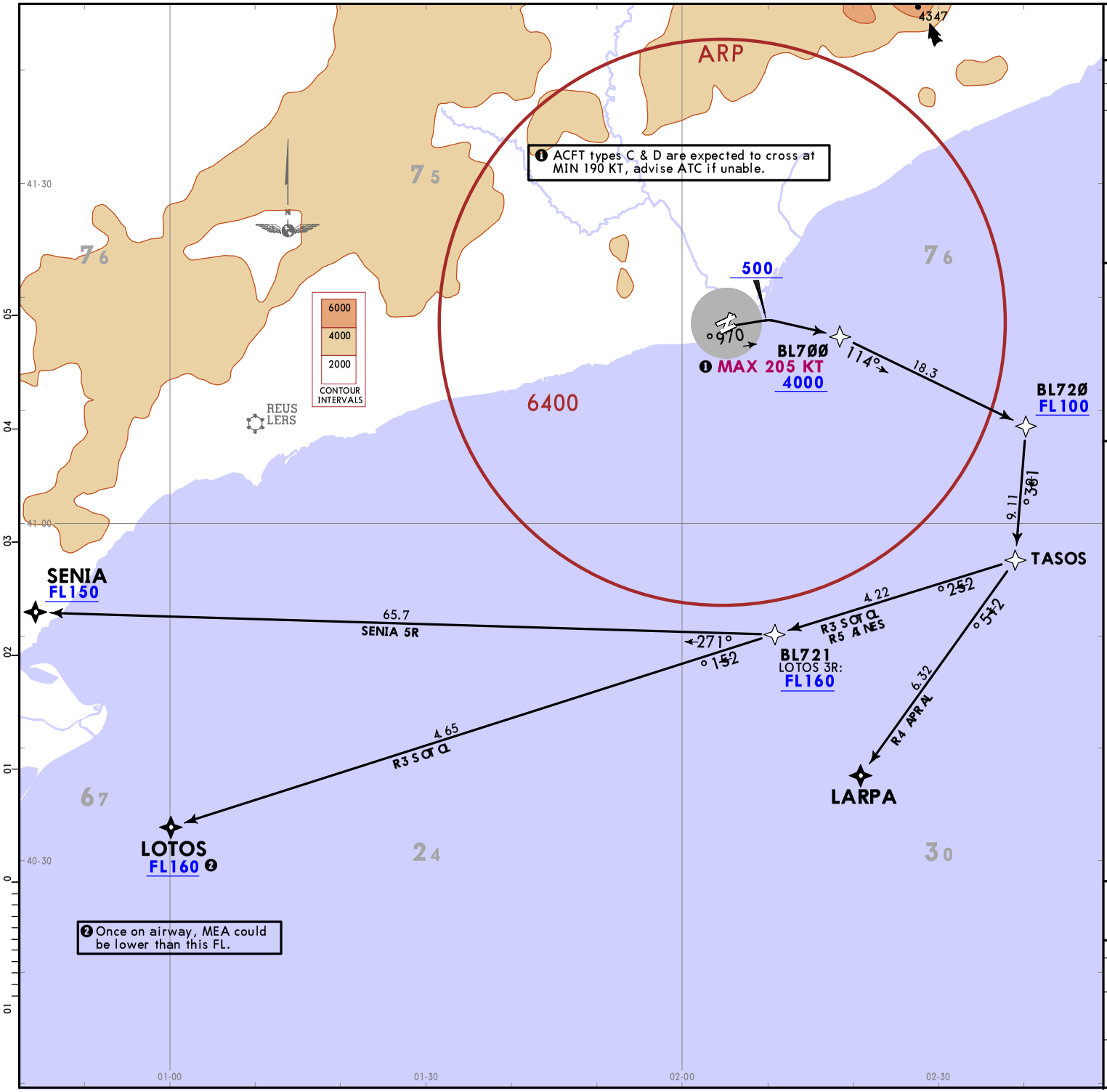
DUNES 4R
7.0% until BL72Ø, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 4R	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø1 - BL7Ø2 - BL7Ø3 - BL7Ø4 (FL100+) - BL7Ø5 - SALON (FL160+) - AGENA (FL160+).
CLE 1R	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø7 (6000+) - BL716 - CLE.
DALIN 4R	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø1 - BL7Ø2 - BL7Ø3 - BL7Ø4 (FL100+) - FEVIK - DALIN.
DIPES 1R	(500+) - BL7ØØ (K205-; 4000+) - BL7Ø1 - BL7Ø2 - BL7Ø3 - BL7Ø4 (FL100+) - BL7Ø5 - BL7Ø6 (FL160+) - DIPES (FL160+).
DUNES 4R	(500+) - BL7ØØ (K205-; 4000+) - BL72Ø (FL100+) - DUNES.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
121.155	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. For close-in obstacles see 10-3OB1.
6. For runway configuration refer to 10-1P pages.

LARPA 4R [LARP4R]
LOTOS 3R [LOTO3R]
SENIA 5R [SENI5R]
RNAV DEPARTURES
(RWY 06R)

SPEED: MAX 250 KT UNTIL FL100

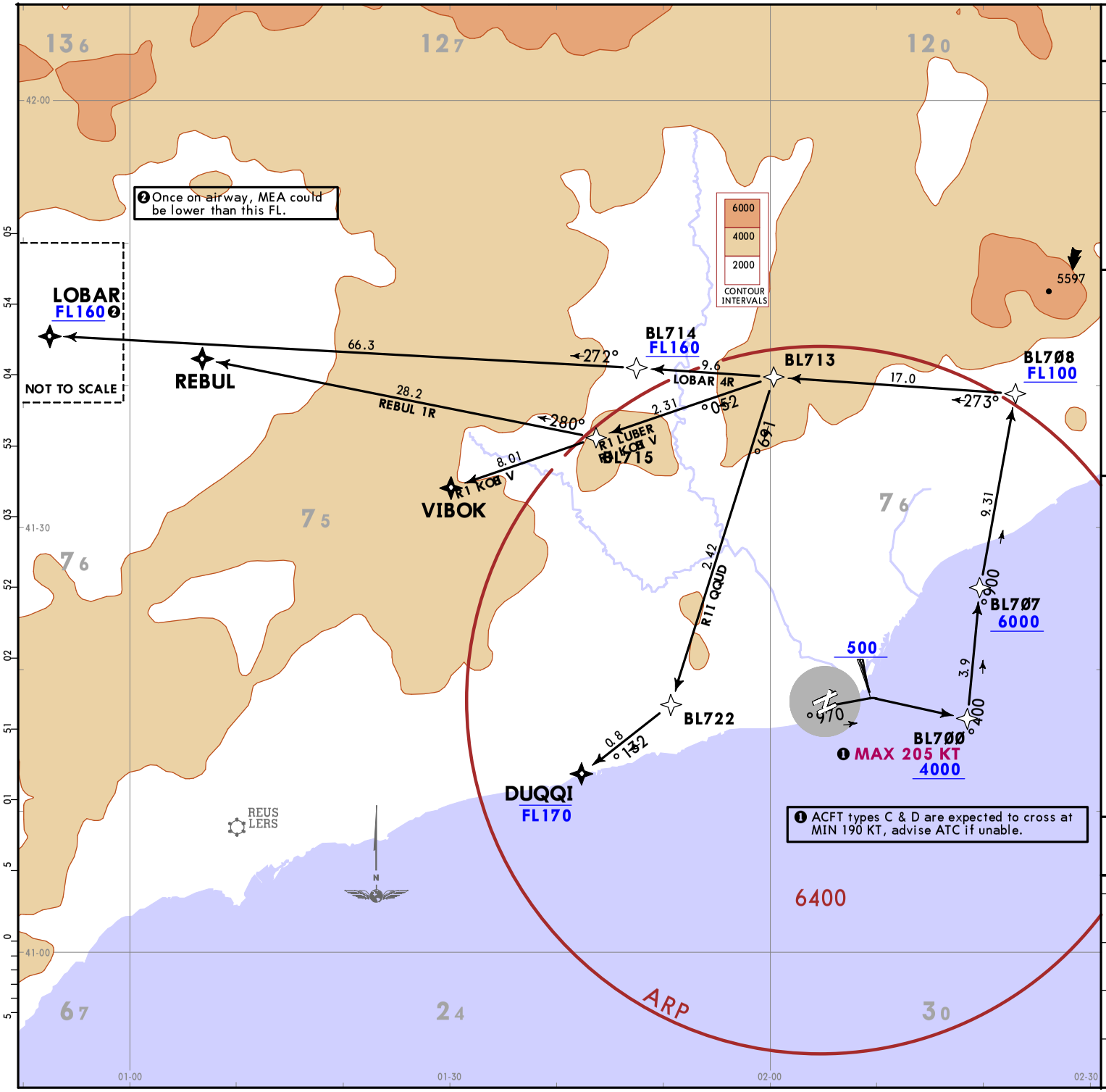
These SIDs require a minimum climb gradient of 7.0% until BL720, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 4R	(500+) - BL700 (K205-; 4000+) - BL720 (FL100+) - TASOS - LARPA.
LOTOS 3R	(500+) - BL700 (K205-; 4000+) - BL720 (FL100+) - TASOS - BL721 (FL160+) - LOTOS (FL160+).
SENIA 5R	(500+) - BL700 (K205-; 4000+) - BL720 (FL100+) - TASOS - BL721 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. For close-in obstacles see 10-3OB1.
6. For runway configuration refer to 10-1P pages.

DUQQI 1R [DUQI1R]
LOBAR 4R [LOBA4R]
REBUL 1R [REBU1R]
VIBOK 1R [VIBO1R]
RNAV DEPARTURES
(RWY 06R)

SPEED: MAX 250 KT UNTIL FL100

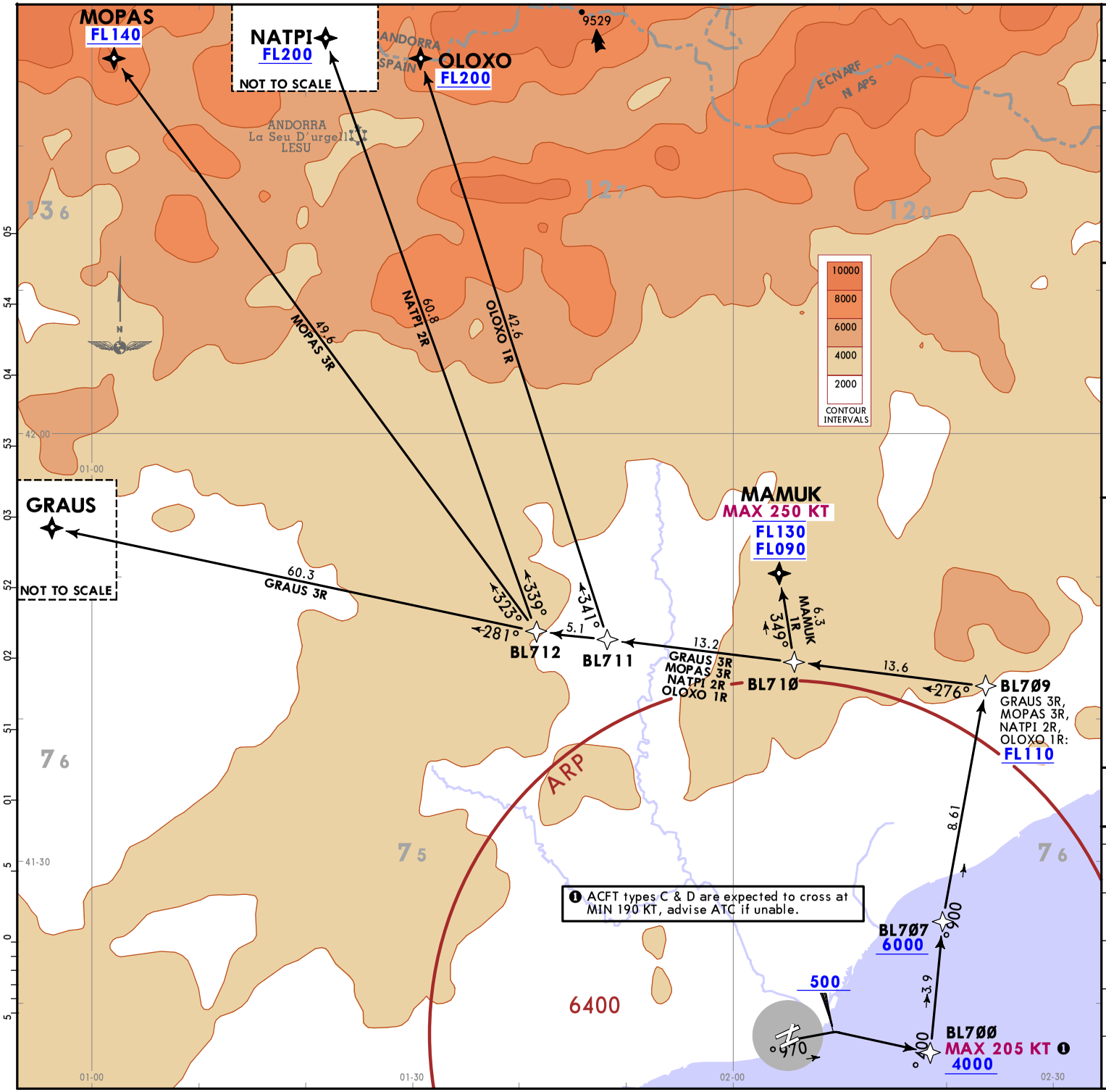
These SIDs require a minimum climb gradient of 7.0 % until BL708, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
DUQQI 1R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL722 - DUQQI (FL170-).
LOBAR 4R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+)- BL708 (FL100+) - BL713 - BL714 (FL160+) - LOBAR (FL160+).
REBUL 1R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL715 - REBUL.
VIBOK 1R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL708 (FL100+) - BL713 - BL715 - VIBOK.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
131.125	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. For close-in obstacles see 10-3OB1.
6. For runway configuration refer to 10-1P pages.

GRAUS 3R [GRAU3R]
MAMUK 1R [MAMU1R]
MOPAS 3R [MOPA3R]
NATPI 2R [NATP2R]
OLOXO 1R [OLOX1R]
RNAV DEPARTURES
(RWY 06R)

SPEED: MAX 250 KT UNTIL FL100

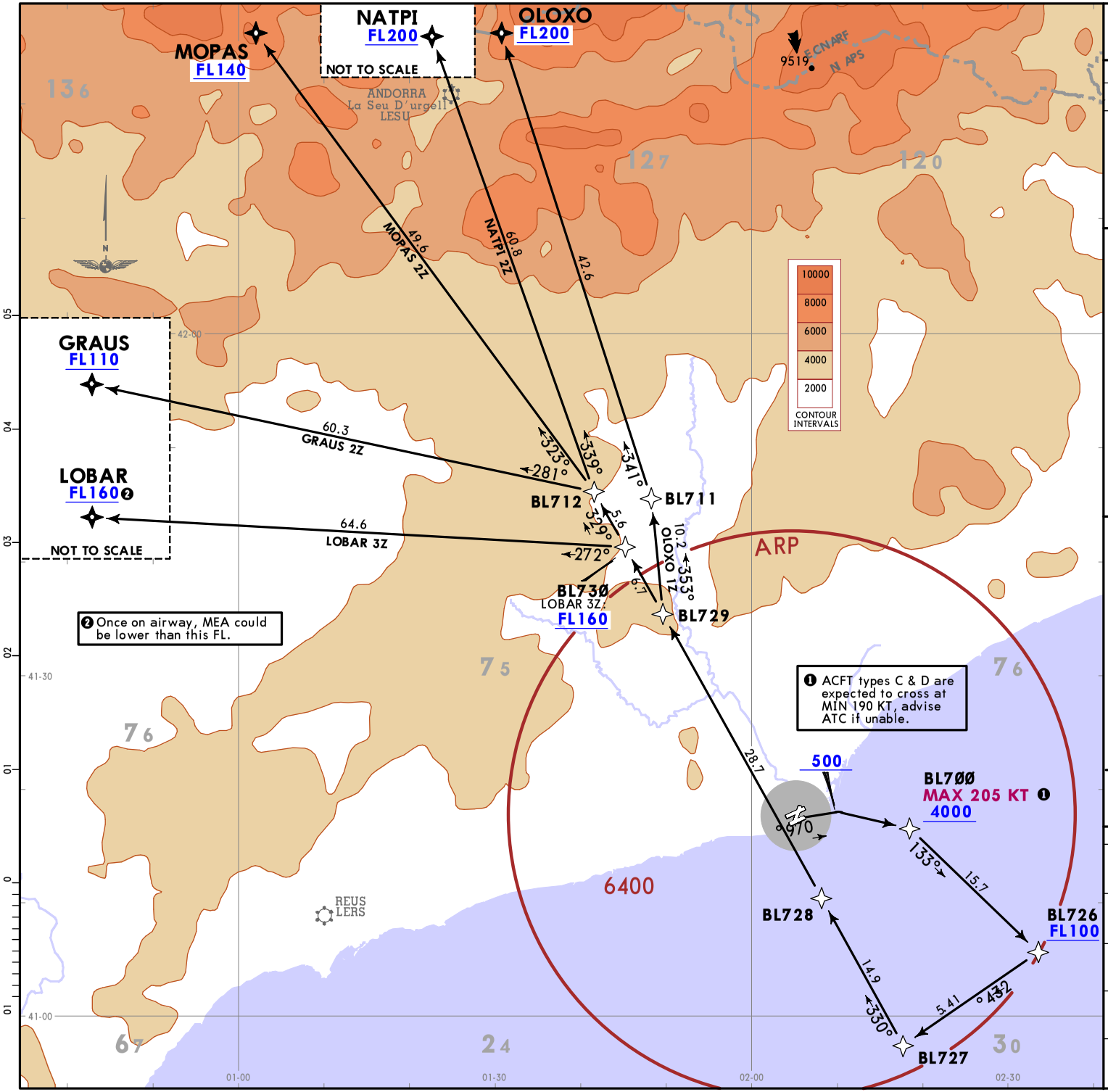
These SIDs require minimum climb gradients of
GRAUS 3R, MOPAS 3R, NATPI 2R, OLOXO 1R
7.0 % until BL709, due to operational reasons.
MAMUK 1R
7.0 % until BL707, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 3R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - GRAUS.
MAMUK 1R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL709 - BL710 - MAMUK (K250-; FL130-; FL090+).
MOPAS 3R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - MOPAS (FL140+).
NATPI 2R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - BL712 - NATPI (FL200+).
OLOXO 1R	(500+) - BL700 (K205-; 4000+) - BL707 (6000+) - BL709 (FL110+) - BL710 - BL711 - OLOXO (FL200+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
121.155	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. MAINTAIN runway heading until reaching 410.
4. For close-in obstacles see 10-3OB1.
5. For runway configuration refer to 10-1P pages.

GRAUS 2Z [GRAU2Z]
LOBAR 3Z [LOBA3Z]
MOPAS 2Z [MOPA2Z]
NATPI 2Z [NATP2Z]
OLOXO 1Z [OLOX1Z]
ALTERNATIVE RNAV DEPARTURES
(RWY 06R)

NOT PLANNABLE, TACTICAL USE ONLY

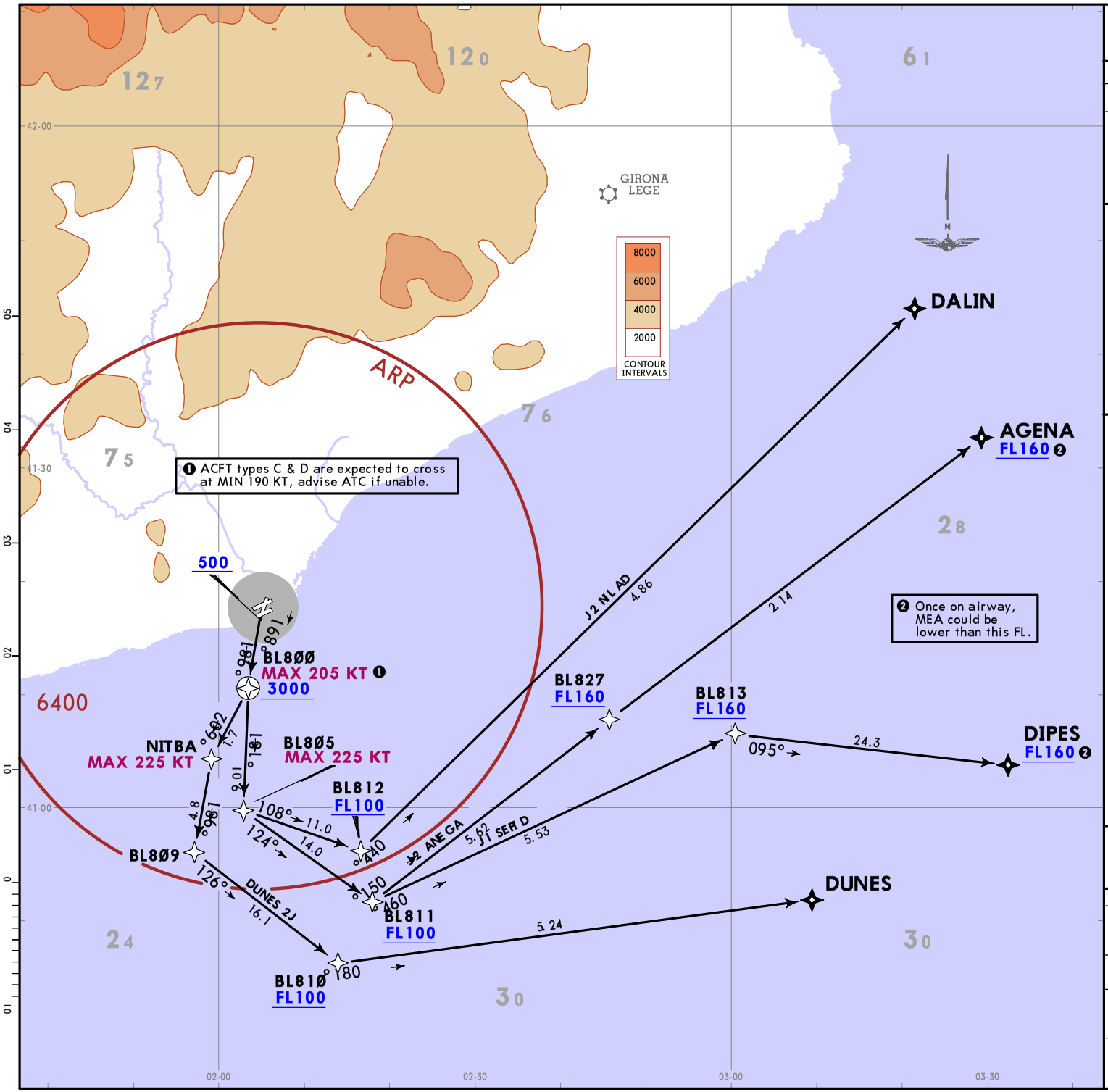
SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 7.0 % until BL726, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 2Z	(500+) - BL700 (K205-; 4000+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 - BL712 - GRAUS (FL110+).
LOBAR 3Z	(500+) - BL700 (K205-; 4000+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 (FL160+) - LOBAR (FL160+).
MOPAS 2Z	(500+) - BL700 (K205-; 4000+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 - BL712 - MOPAS (FL140+).
NATPI 2Z	(500+) - BL700 (K205-; 4000+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL730 - BL712 - NATPI (FL200+).
OLOXO 1Z	(500+) - BL700 (K205-; 4000+) - BL726 (FL100+) - BL727 - BL728 - BL729 - BL711 - OLOXO (FL200+).



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For runway configuration refer to 10-1P pages.
4. Turns before DER are not allowed.

AGENA 2J [AGEN2J]
DALIN 2J [DALI2J]
DIPES 1J [DIPE1J]
DUNES 2J [DUNE2J]
RNAV DEPARTURES
(RWY 20)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

AGENA 2J
7.3% up to FL090, due to operational reasons.

DALIN 2J, DIPES 1J
7.3% until BL8Ø5, due to operational reasons.

DUNES 2J
7.3% until NITBA, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

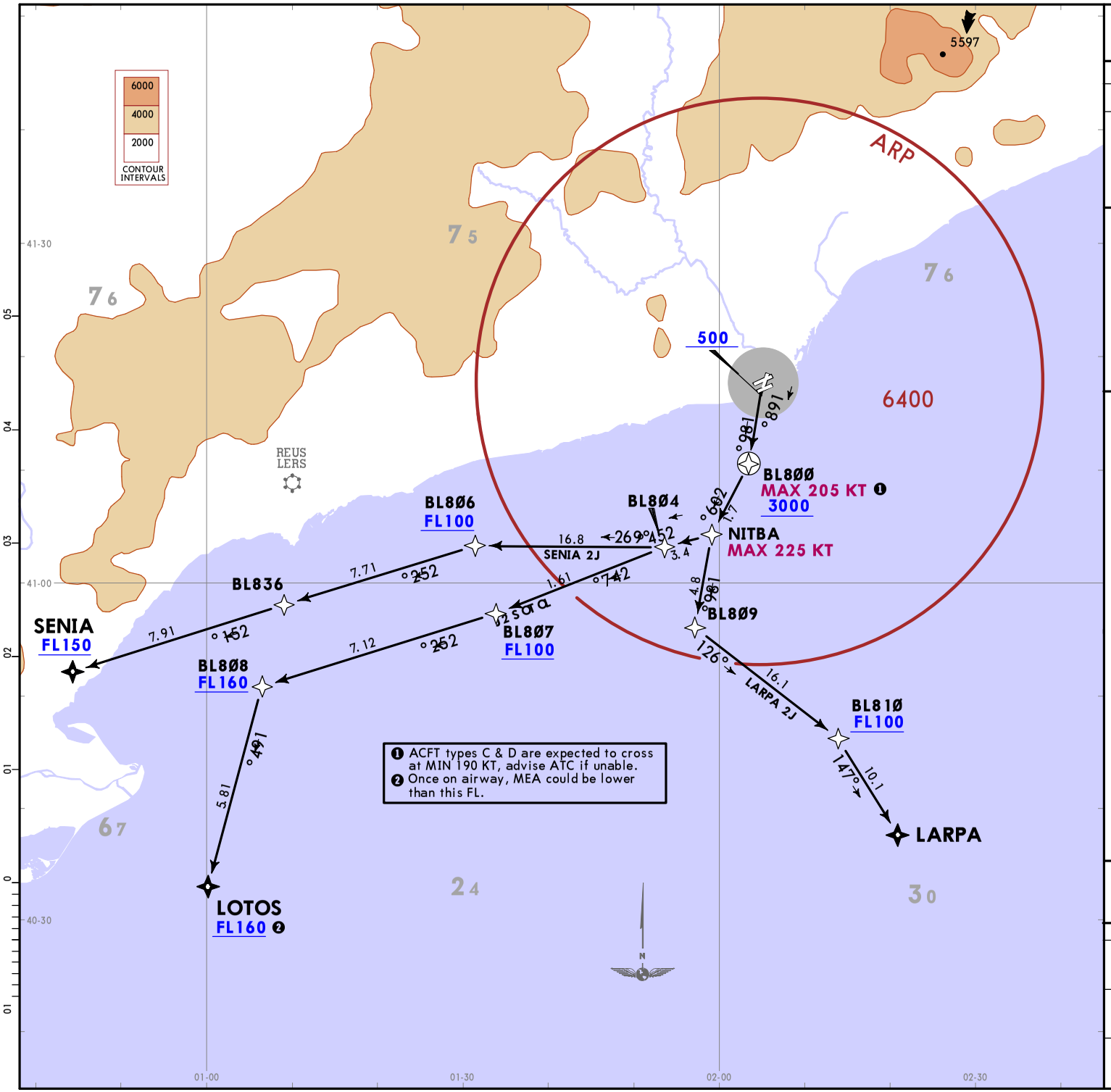
SID	ROUTING
AGENA 2J	(500+) - BL8ØØ (K205-; 3000+) - BL8Ø5 (K225-) - BL811 (FL100+) - BL827 (FL160+) - AGENA (FL160+).
DALIN 2J	(500+) - BL8ØØ (K205-; 3000+) - BL8Ø5 (K225-) - BL812 (FL100+) - DALIN.
DIPES 1J	(500+) - BL8ØØ (K205-; 3000+) - BL8Ø5 (K225-) - BL811 (FL100+) - BL813 (FL160+) - DIPES (FL160+).
DUNES 2J	(500+) - BL8ØØ (K205-; 3000+) - NITBA (K225-) - BL8Ø9 - BL81Ø (FL100+) - DUNES.

CHANGES: Reissue.

JEPPESEN 17 NOV 23 10-3K

BARCELONA, SPAIN

RNAV SID



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For runway configuration refer to 10-1P pages.
4. Turns before DER are not allowed.

LARPA 2J [LARP2J]
LOTOS 2J [LOTO2J]
SENIA 2J [SENI2J]
RNAV DEPARTURES
(RWY 20)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

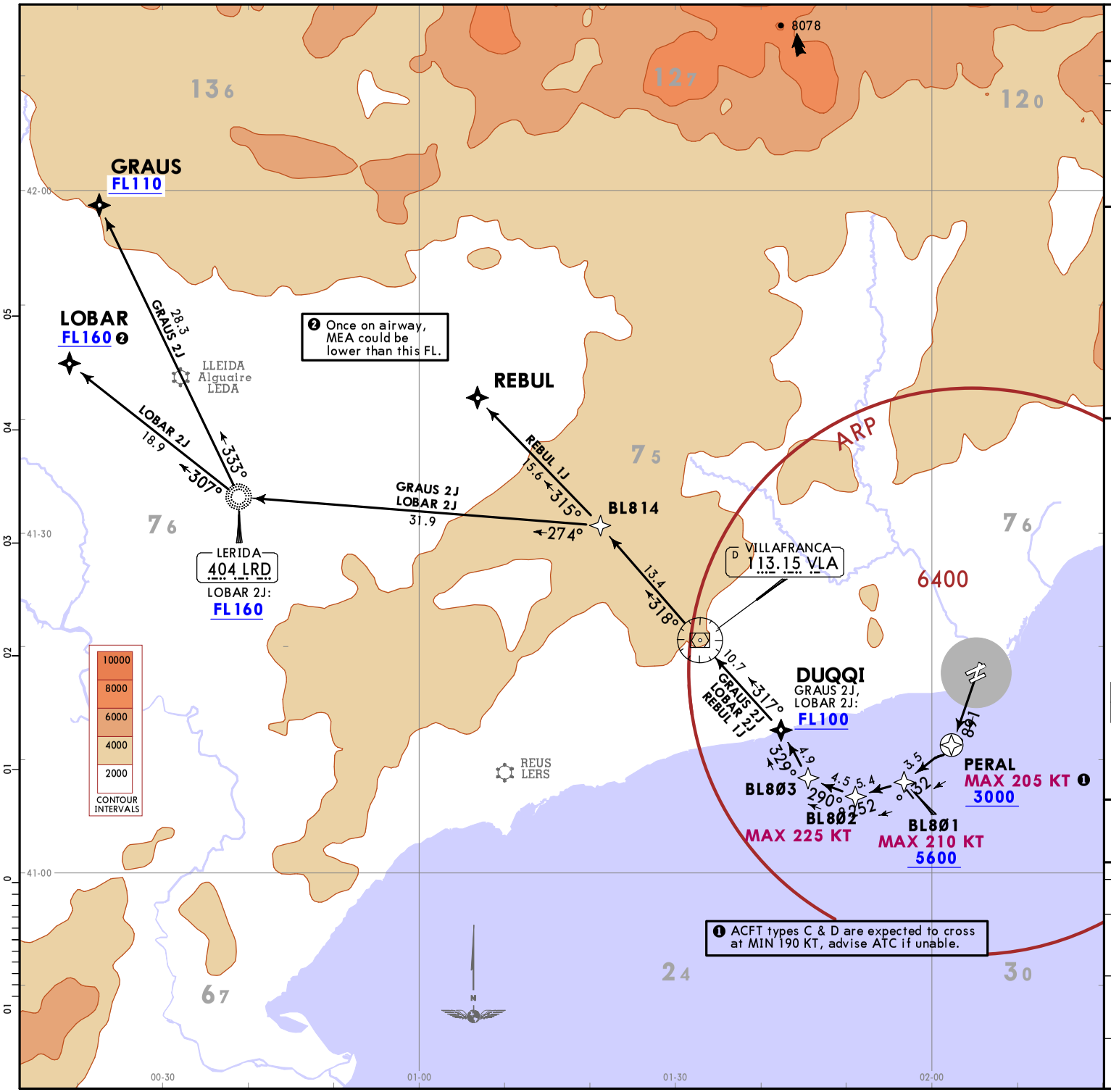
LARPA 2J, SENIA 2J
7.3% until NITBA, due to operational reasons.
LOTOS 2J
7.3% up to FL090, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.3% V/V (fpm)	554	739	1109	1479	1848	2218

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 2J	(500+) - BL8ØØ (K205-; 3000+) - NITBA (K225-) - BL8Ø9 - BL81Ø (FL100+) - LARPA.
LOTOS 2J	(500+) - BL8ØØ (K205-; 3000+) - NITBA (K225-) - BL8Ø4 - BL8Ø7 (FL100+) - BL8Ø8 (FL160+) - LOTOS (FL160+).
SENIA 2J	(500+) - BL8ØØ (K205-; 3000+) - NITBA (K225-) - BL8Ø4 - BL8Ø6 (FL100+) - BL836 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For runway configuration refer to 10-1P pages.
4. Turns before DER are not allowed.

DUQQI 1J [DUQI1J]
GRAUS 2J [GRAU2J]
LOBAR 2J [LOBA2J]
REBUL 1J [REBU1J]
RNAV DEPARTURES
(RWY 20)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

DUQQI 1J, REBUL 1J
7.9% until BL8Ø1, due to operational reasons.
GRAUS 2J, LOBAR 2J
7.9% up to FL090, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
DUQQI 1J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI.
GRAUS 2J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - LRD - GRAUS (FL110+).
LOBAR 2J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - LRD (FL160+) - LOBAR (FL160+).
REBUL 1J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI - VLA - BL814 - REBUL.

CHANGES: Reissue.

CHANGES: Reissue.

BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For runway configuration refer to 10-1P pages.
4. Turns before DER are not allowed.

MAMUK 1J [MAMU1J]
MOPAS 2J [MOPA2J]
NATPI 2J [NATP2J]
OLOXO 1J [OLOX1J]
VIBOK 1J [VIBO1J]
RNAV DEPARTURES
(RWY 20)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of

MAMUK 1J, VIBOK 1J
7.9% until BL8Ø1, due to operational reasons.
MOPAS 2J, NATPI 2J, OLOXO 1J
7.9% up to FL090, due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
MAMUK 1J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI - BL815 - MAMUK.
MOPAS 2J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - MOPAS (FL140+).
NATPI 2J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VIBOK - NATPI (FL200+).
OLOXO 1J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - BL815 - BL816 - OLOXO (FL200+).
VIBOK 1J	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI - VIBOK.

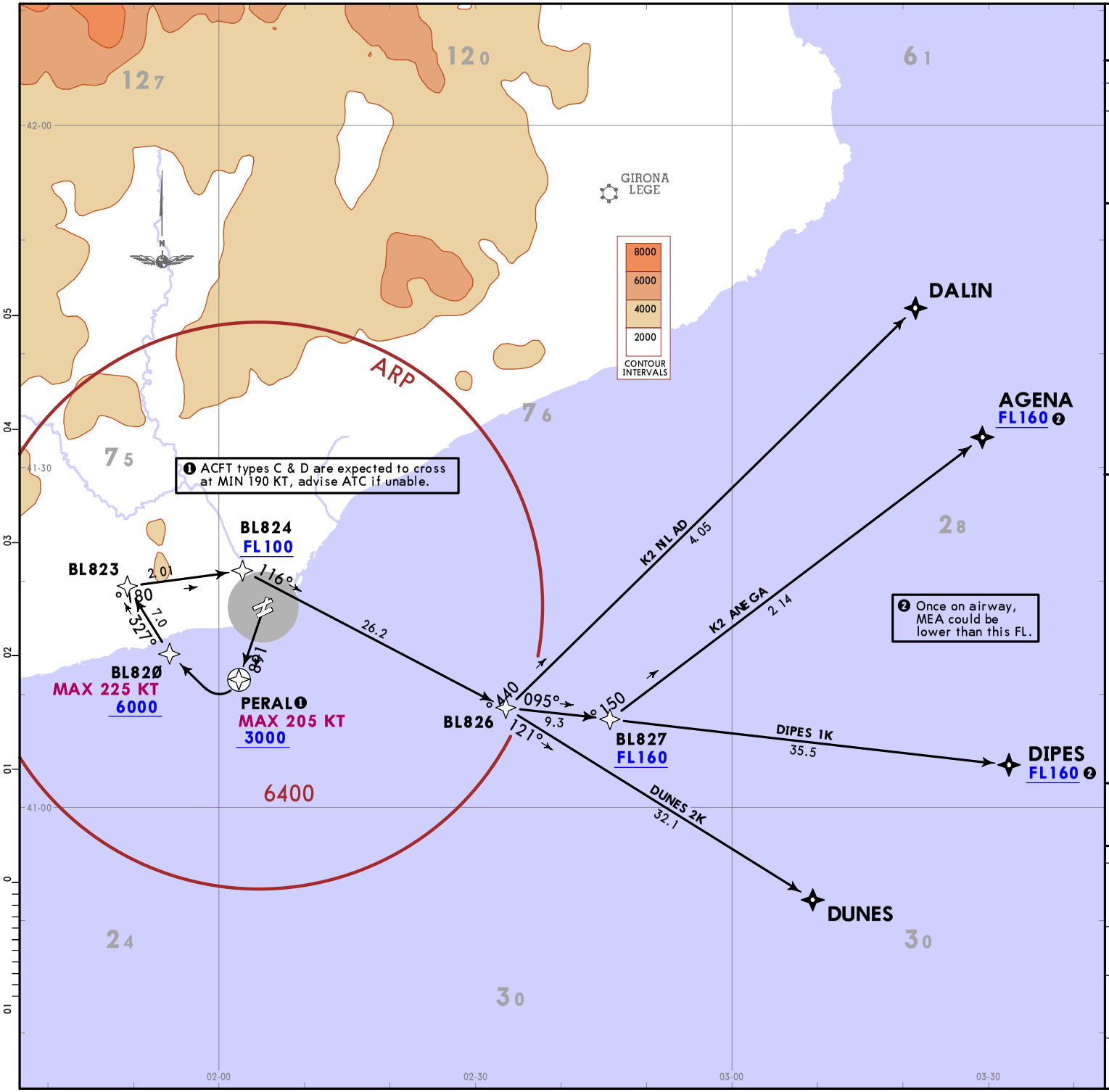
NATPI FL200
OLOXO FL200
MOPAS FL140
10172
FRANCE
ANDORRA
SPAIN
ANDORRA
La Seu D'urgel
LESU
MAMUK
VIBOK
BL816
BL814
BL815
DUQQI
MOPAS 2J, NATPI 2J, OLOXO 1J: FL100
BL8Ø3
BL8Ø2
MAX 225 KT
BL8Ø1
MAX 210 KT
5600
PERAL
MAX 205 KT ❶
3000
ARP
6400
VILLAFRANCA
D 113.15 VLA
REUS
LERS
CONTOUR INTERVALS
12000
10000
8000
6000
4000
2000
57.3
71.6
55.1
32.8
13.4
22.2
8.9
10.0
10.7
4.9
4.5
4.5
5.3
349°
344°
318°
334°
352°
031°
317°
329°
290°
252°
231°
198°
MAMUK 1J
NATPI 2J
VIBOK 1J
MOPAS 2J
OLOXO 1J

❶ ACFT types C & D are expected to cross at MIN 190 KT, advise ATC if unable.

MAMUK 1J [MAMU1J]
MOPAS 2J [MOPA2J]
NATPI 2J [NATP2J]
OLOXO 1J [OLOX1J]
VIBOK 1J [VIBO1J]
RNAV DEPARTURES
(RWY 20)

JEPPESEN
17 NOV 23 (10-3L1)

BARCELONA, SPAIN
RNAV SID



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. Turns before DER are not permitted.
4. For runway configuration refer to 10-1P pages.

AGENA 2K [AGEN2K]
DALIN 2K [DALI2K]
DIPES 1K [DIPE1K]
DUNES 2K [DUNE2K]
ALTERNATIVE RNAV DEPARTURES
(RWY 20)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 7.9% until BL820 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

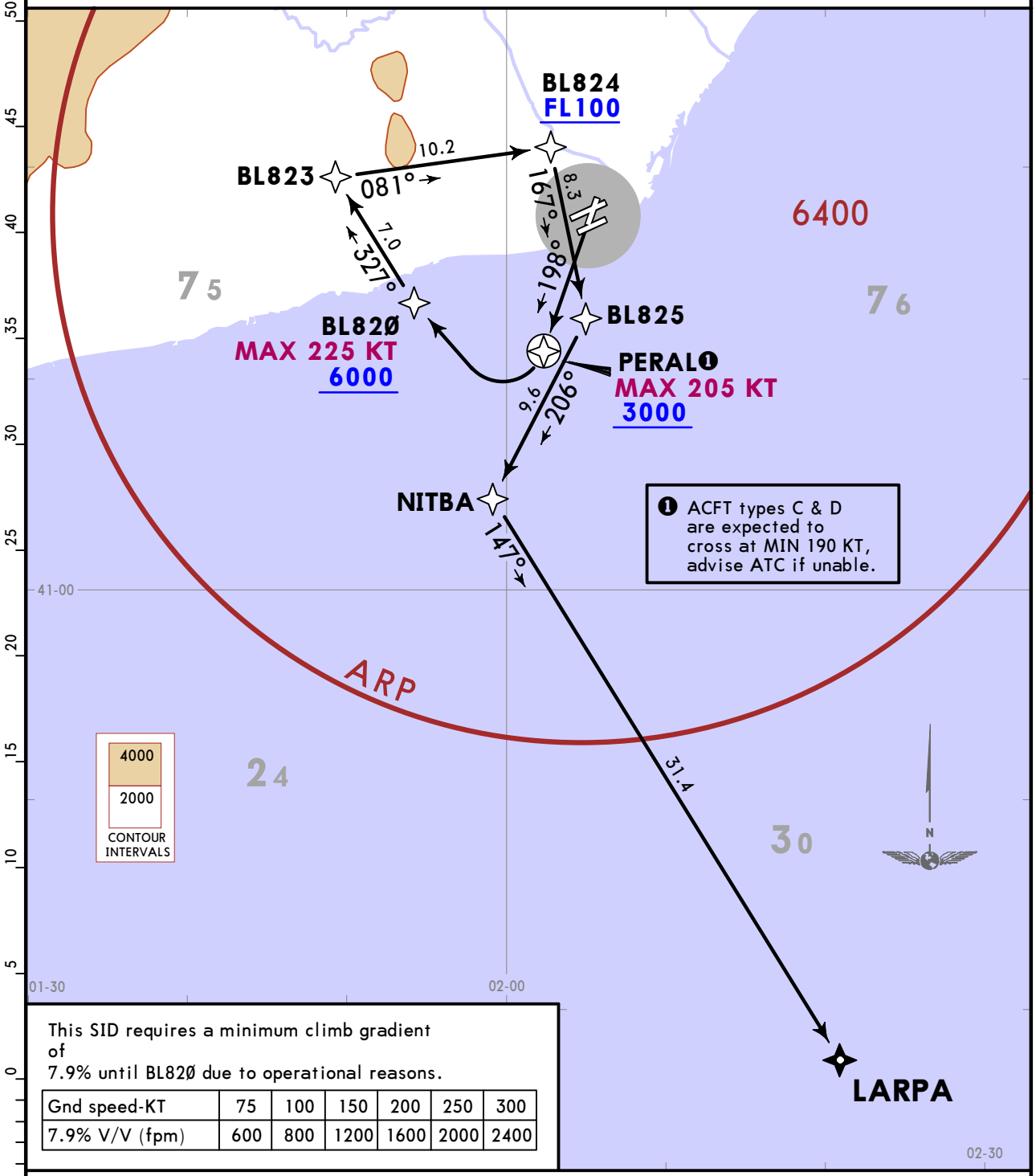
SID	ROUTING
AGENA 2K	PERAL (K205-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - BL827 (FL160+) - AGENA (FL160+).
DALIN 2K	PERAL (K205-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - DALIN.
DIPES 1K	PERAL (K205-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - BL827 (FL160+) - DIPES (FL160+).
DUNES 2K	PERAL (K205-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - DUNES.

BARCELONA Approach	Apt Elev	Trans alt: 6000
127.7	14	RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. Turns before DER are not permitted.
4. For runway configuration refer to 10-1P pages.

LARPA 2K [LARP2K]
ALTERNATIVE RNAV DEPARTURE (RWY 20)
NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100



This SID requires a minimum climb gradient of 7.9% until BL820 due to operational reasons.

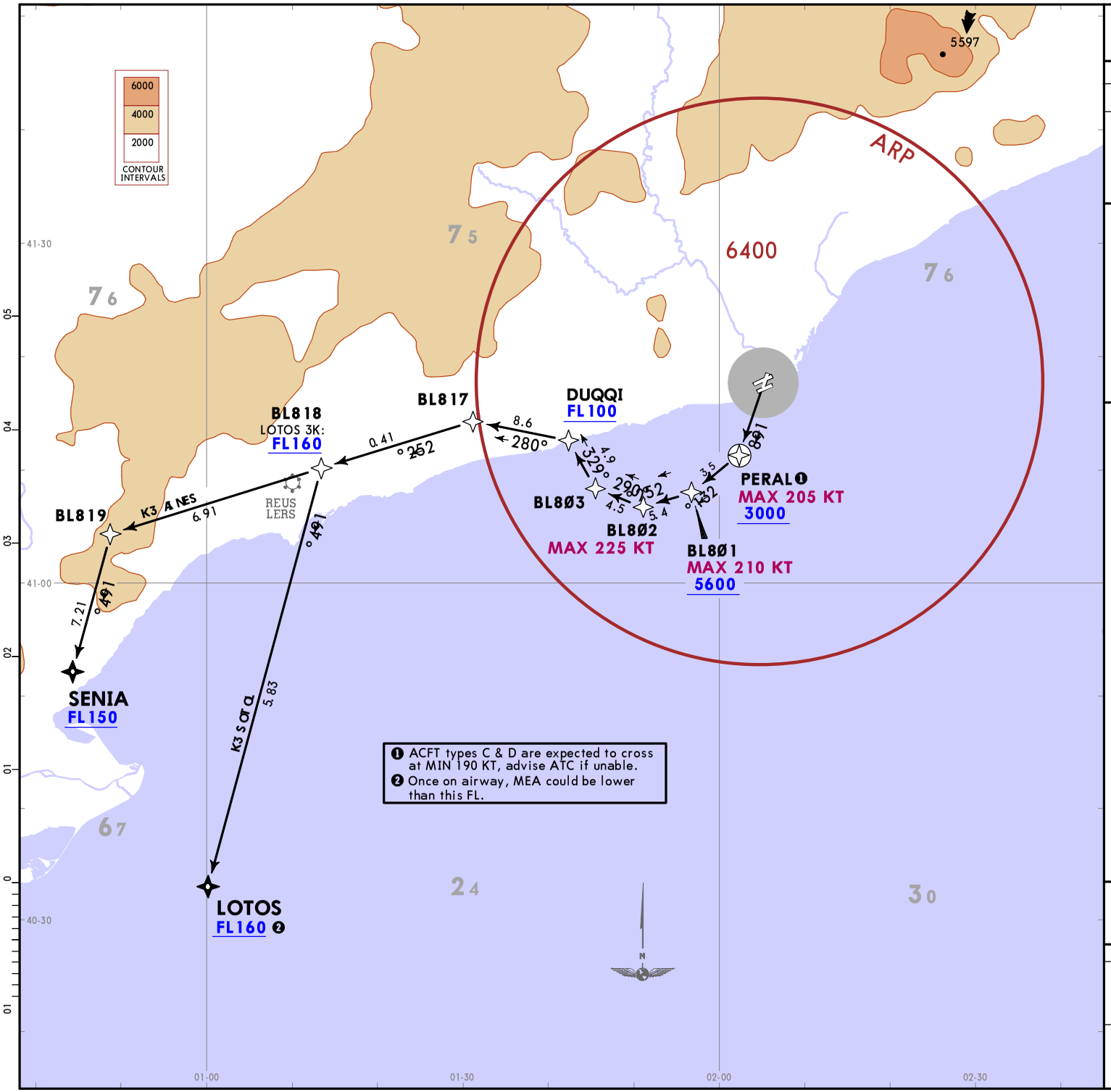
Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000** and request flight level change enroute

ROUTING

PERAL (K205-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL825 - NITBA - LARPA.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. Turns before DER are not permitted.
4. For runway configuration refer to 10-1P pages.

LOTOS 3K [LOTO3K]
SENIA 3K [SENI3K]
ALTERNATIVE RNAV DEPARTURES
(RWY 20)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

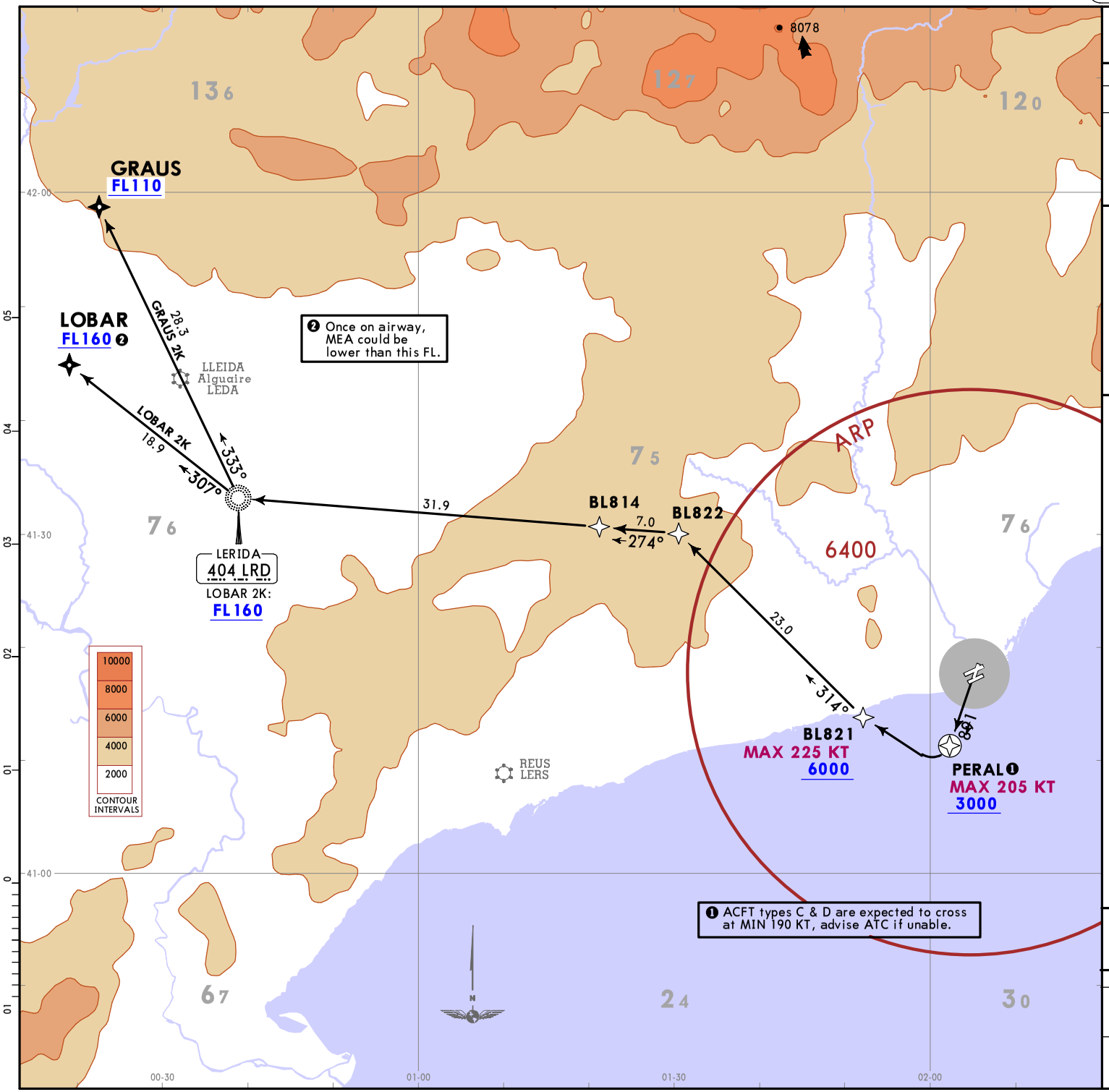
These SIDs require minimum climb gradients of
LOTOS 3K: 7.9% until DUQQI
SENIA 3K: 7.9% up to FL090
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LOTOS 3K	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - BL817 - BL818 (FL160+) - LOTOS (FL160+).
SENIA 3K	PERAL (K205-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - BL817 - BL818 - BL819 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. Turns before DER are not permitted.
4. For runway configuration refer to 10-1P pages.

GRAUS 2K [GRAU2K]
LOBAR 2K [LOBA2K]
ALTERNATIVE RNAV DEPARTURES
(RWY 20)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 7.9% up to 5000 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 2K	PERAL (K205-; 3000+) - BL821 (K225-; 6000+) - BL822 - BL814 - LRD - GRAUS (FL110+).
LOBAR 2K	PERAL (K205-; 3000+) - BL821 (K225-; 6000+) - BL822 - BL814 - LRD (FL160+) - LOBAR (FL160+).

CHANGES: Reissue.

CHANGES: Reissue.

BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. Turns before DER are not permitted.
4. For runway configuration refer to 10-1P pages.

MOPAS 2K [MOPA2K]
NATPI 1K [NATP1K]
OLOXO 1K [OLOX1K]
ALTERNATIVE RNAV DEPARTURES
(RWY 20)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of
MOPAS 2K, NATPI 1K: 7.9% up to 5000
OLOXO 1K: 7.9% until BL82Ø
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.9% V/V (fpm)	600	800	1200	1600	2000	2400

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
MOPAS 2K	PERAL (K205-; 3000+) - BL821 (K225-; 6000+) - BL822 - BL814 (FL190-) - MOPAS (FL140+).
NATPI 1K	PERAL (K205-; 3000+) - BL821 (K225-; 6000+) - BL822 - NATPI (FL200+).
OLOXO 1K	PERAL (K205-; 3000+) - BL82Ø (K225-; 6000+) - BL823 - BL816 - OLOXO (FL200+).

NATPI FL200
MOPAS FL140
OLOXO FL200
10172
FRANCE
ANDORRA
FRANCE
SPAIN
ANDORRA
La Seu
D'urgell
LESU
NATPI 1K
74.4
MOPAS 2K
57.3
OLOXO 1K
55.1
12000
10000
8000
6000
4000
2000
CONTOUR INTERVALS
344°
349°
352°
7.0
274°
BL814
FL190
BL822
BL816
14.0
BL823
23.0
BL82Ø
MAX
225 KT
6000
327°
7.0
314°
198°
BL821
MAX 225 KT
6000
PERAL❶
MAX 205 KT
3000
6400
REUS
LERS
❶ ACFT types C & D are expected to cross at MIN 190 KT, advise ATC if unable.
ARP

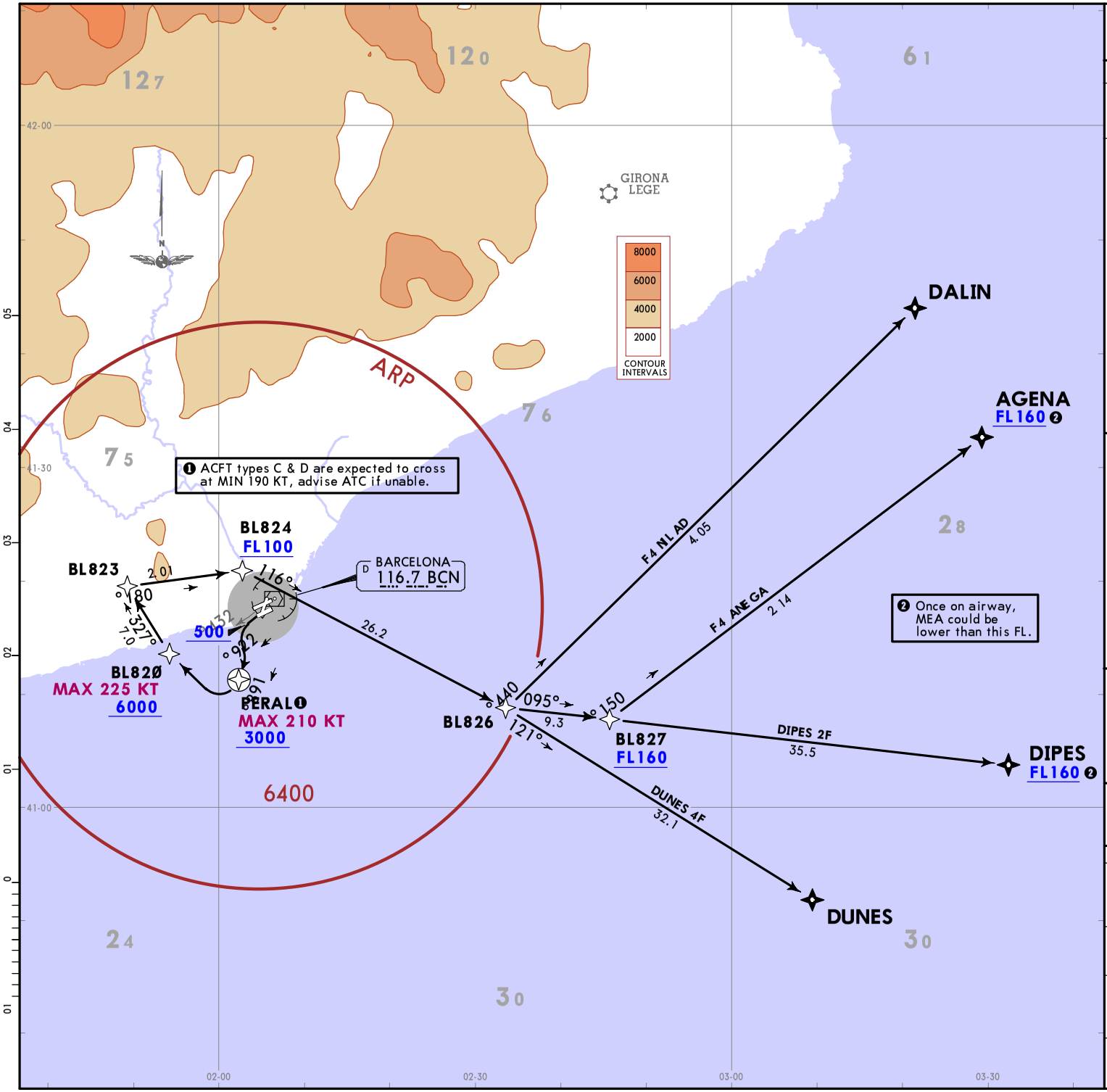
MOPAS 2K [MOPA2K]
NATPI 1K [NATP1K]
OLOXO 1K [OLOX1K]
ALTERNATIVE RNAV DEPARTURES
(RWY 20)

CLOSE-IN OBSTACLES

OBSTACLE	RWY	LOCATION	HGT	ALT
MEGA TOWER	02	N41 18 39.6 E002 05 36.3	85.8	97.6
MEGA TOWER	02	N41 18 39.7 E002 05 36.4	81.0	95.7
TREE	02	N41 18 42.6 E002 05 37.2	27.8	43.3
GRAIN	02	N41 19 08.5 E002 05 44.0	97.1	109.7
ELECTRICAL TOWER	06L	N41 18 20.1 E002 06 31.3	47.9	54.3
TREE	06R	N41 17 44.8 E002 06 25.6	54.7	59.6
TREE	06R	N41 17 37.9 E002 06 13.7	22.8	28.1
TREE	06R	N41 17 38.4 E002 06 16.3	28.6	32.9
TREE	24L	N41 16 48.7 E002 04 24.6	27.2	33.9
TREE	24L	N41 16 48.6 E002 04 23.7	30.8	37.5
TREE	24L	N41 16 46.7 E002 04 23.4	46.1	49.4
TREE	24L	N41 16 47.6 E002 04 22.6	31.2	38.1
TREE	24L	N41 16 48.1 E002 04 21.2	36.6	40.0
TREE	24L	N41 16 43.3 E002 04 20.6	44.0	47.6
TREE	24L	N41 16 42.7 E002 04 20.0	54.1	58.1
AIRCRAFT	24R	N41 17 35.9 E002 03 40.7	80.1	87.9
AIRCRAFT	24R	N41 17 26.6 E002 03 55.0	80.1	86.8
AIRCRAFT	24R	N41 17 24.9 E002 03 51.4	80.1	87.3
AIRCRAFT	24R	N41 17 36.7 E002 03 44.0	80.1	86.8

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN BARCELONA, SPAIN
17 NOV 23 (10-3P) RNAV SID



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. MAINTAIN runway heading until reaching 410.
4. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
5. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
6. While following the instructions in 4. and 5. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
7. For close-in obstacles see 10-3OB1.
8. For runway configuration refer to 10-1P pages.

AGENA 4F [AGEN4F]
DALIN 4F [DALI4F]
DIPES 2F [DIPE2F]
DUNES 4F [DUNE4F]
ALTERNATIVE RNAV DEPARTURES (RWY 24L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 8.0% until BL820 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 4F	(500+) - PERAL (K210-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - BL827 (FL160+) - AGENA (FL160+).
DALIN 4F	(500+) - PERAL (K210-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - DALIN.
DIPES 2F	(500+) - PERAL (K210-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - BL827 (FL160+) - DIPES (FL160+).
DUNES 4F	(500+) - PERAL (K210-; 3000+) - BL820 (K225-; 6000+) - BL823 - BL824 (FL100+) - BL826 - DUNES.

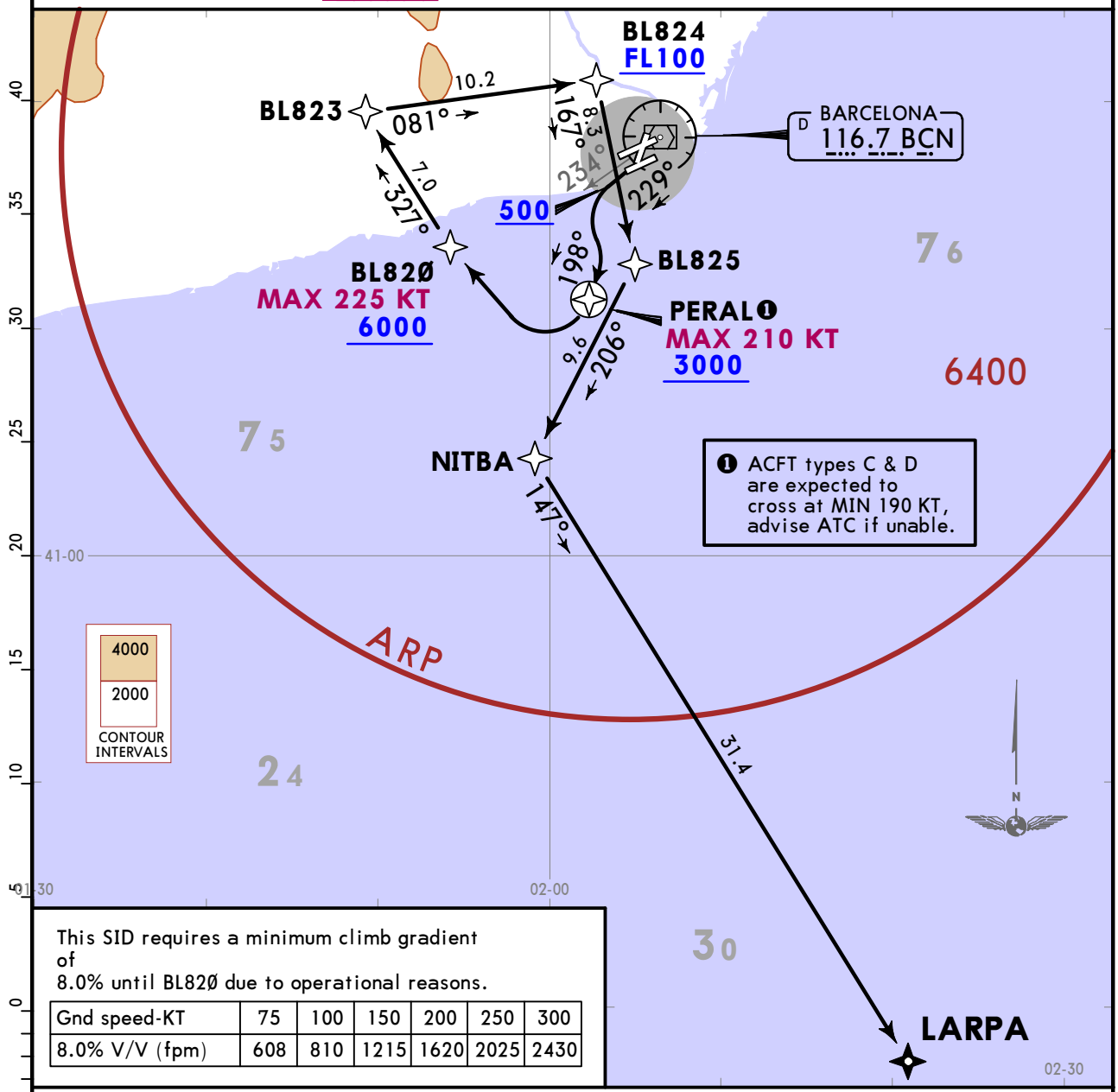
CHANGES: Reissue.

BARCELONA Approach	Apt Elev	Trans alt: 6000
127.7	14	RNAV1 required except contingency departure Critical DME RNAV1 (DME/DME): VLA RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. MAINTAIN runway heading until reaching 410.
4. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
5. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
6. While following the instructions in 4. and 5. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
7. For close-in obstacles see 10-3OB1. 8. For runway configuration refer to 10-1P pages.

LARPA 4F [LARP4F]
ALTERNATIVE RNAV DEPARTURE (RWY 24L)
NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100



This SID requires a minimum climb gradient of 8.0% until BL82Ø due to operational reasons.

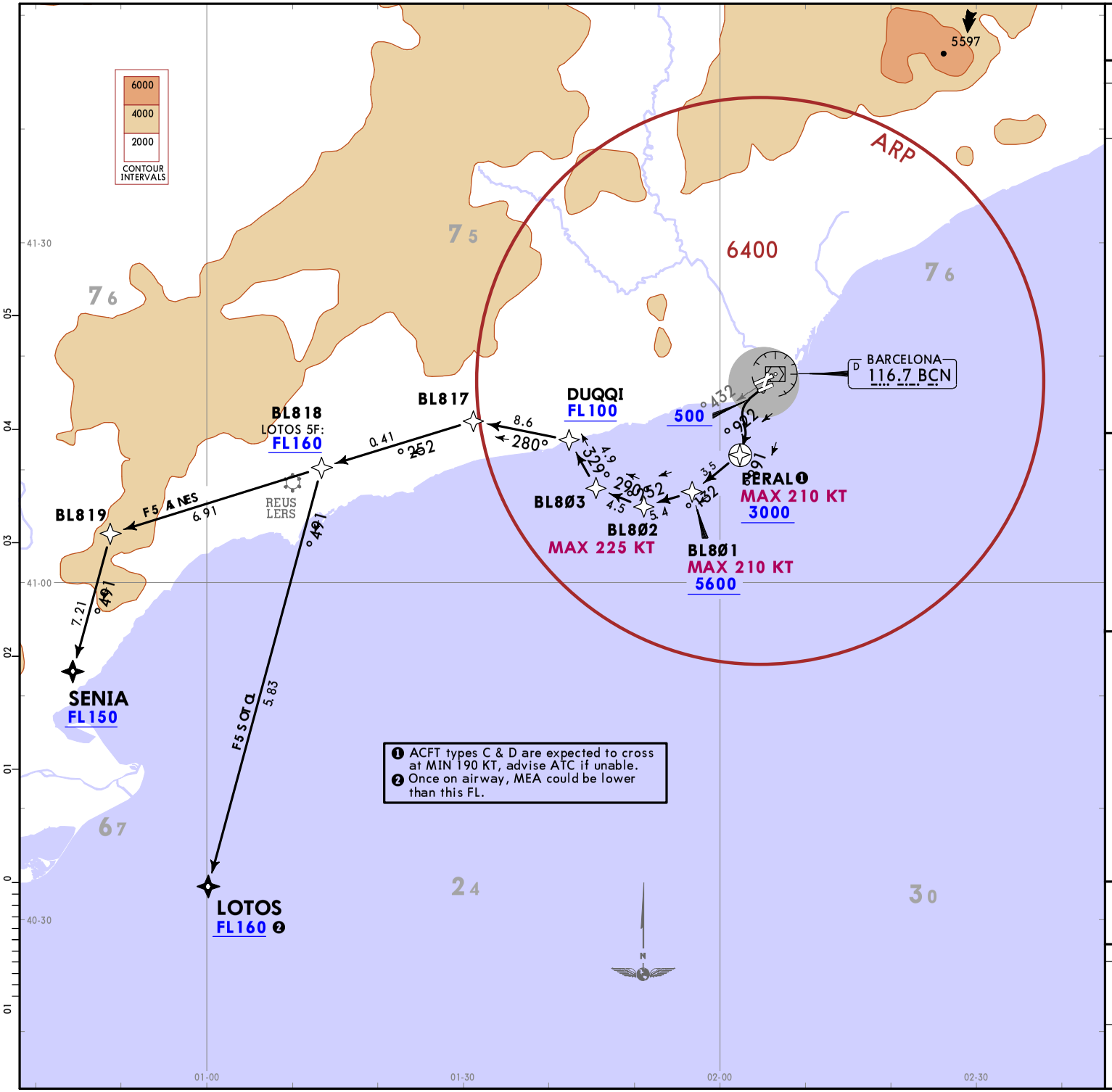
Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000** and request flight level change enroute

ROUTING

(500+) - PERAL (K210-; 3000+) - BL82Ø (K225-; 6000+) - BL823 - BL824 (FL100+) - BL825 - NITBA - LARPA.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. MAINTAIN runway heading until reaching 410.
4. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
5. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
6. While following the instructions in 4. and 5. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
7. For close-in obstacles see 10-3OB1.
8. For runway configuration refer to 10-1P pages.

LOTOS 5F [LOTO5F]
SENIA 5F [SENI5F]
ALTERNATIVE RNAV DEPARTURES
(RWY 24L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

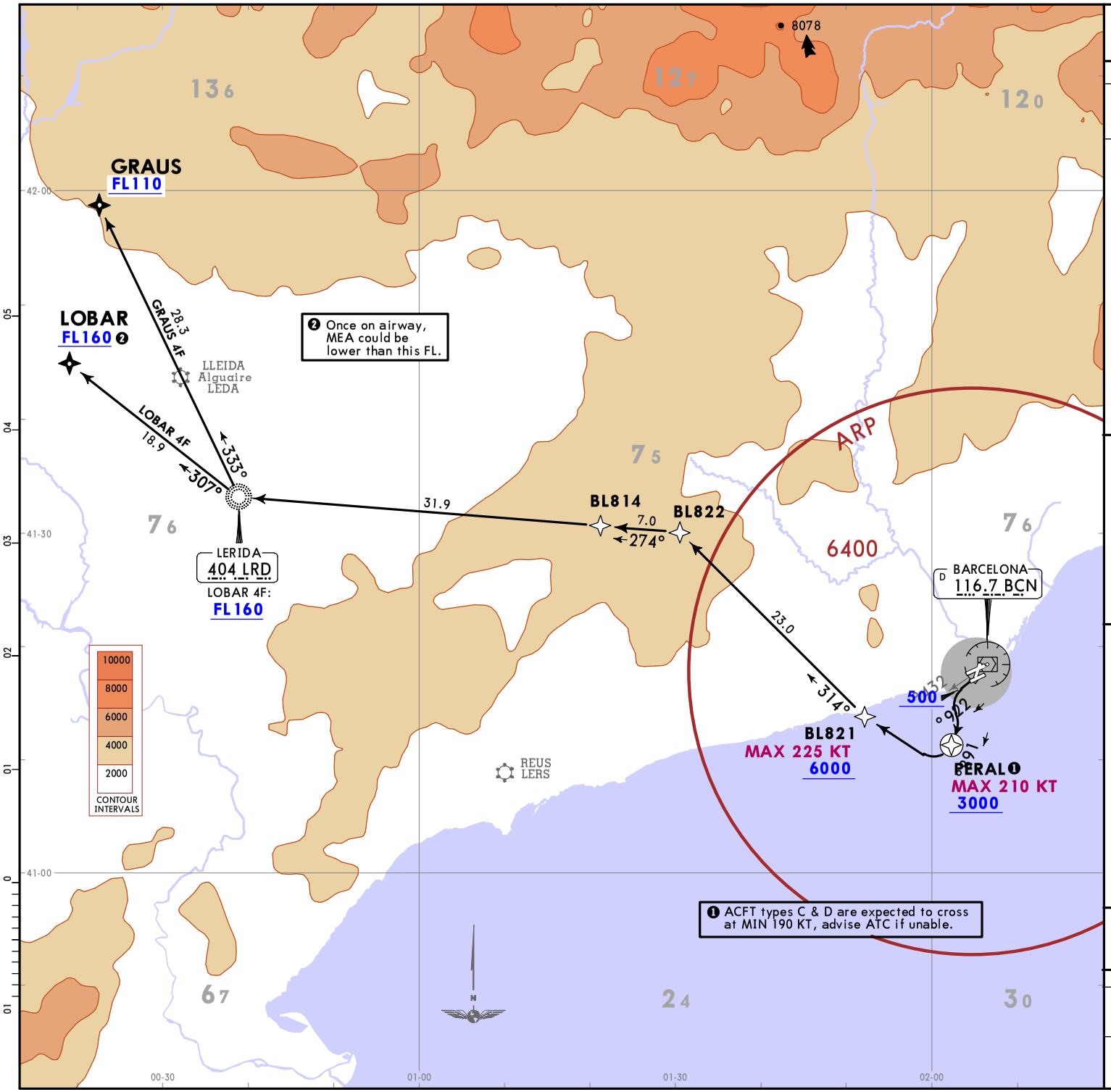
These SIDs require minimum climb gradients of
LOTOS 5F: 8.0% until DUQQI
SENIA 5F: 8.0% up to FL090
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LOTOS 5F	(500+) - PERAL (K210-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - BL817 - BL818 (FL160+) - LOTOS (FL160+).
SENIA 5F	(500+) - PERAL (K210-; 3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - BL817 - BL818 - BL819 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. MAINTAIN runway heading until reaching 410.
4. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
5. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
6. While following the instructions in 4. and 5. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
7. For close-in obstacles see 10-3OB1.
8. For runway configuration refer to 10-1P pages.

GRAUS 4F [GRAU4F]
LOBAR 4F [LOBA4F]
ALTERNATIVE RNAV DEPARTURES
(RWY 24L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 8.0% up to 5000 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 4F	(500+) - PERAL (K210-; 3000+) - BL821 (K225-; 6000+) - BL822 - BL814 - LRD - GRAUS (FL110+).
LOBAR 4F	(500+) - PERAL (K210-; 3000+) - BL821 (K225-; 6000+) - BL822 - BL814 - LRD (FL160+) - LOBAR (FL160+).

CHANGES: Reissue.

CHANGES: Reissue.

BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. MAINTAIN runway heading until reaching 410.
4. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
5. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
6. While following the instructions in 4. and 5. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
7. For close-in obstacles see 10-3OB1.
8. For runway configuration refer to 10-1P pages.

MOPAS 3F [MOPA3F]
NATPI 2F [NATP2F]
OLOXO 2F [OLOX2F]
ALTERNATIVE RNAV DEPARTURES
(RWY 24L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of
MOPAS 3F, NATPI 2F: 8.0% up to 5000
OLOXO 2F: 8.0% until BL82Ø
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

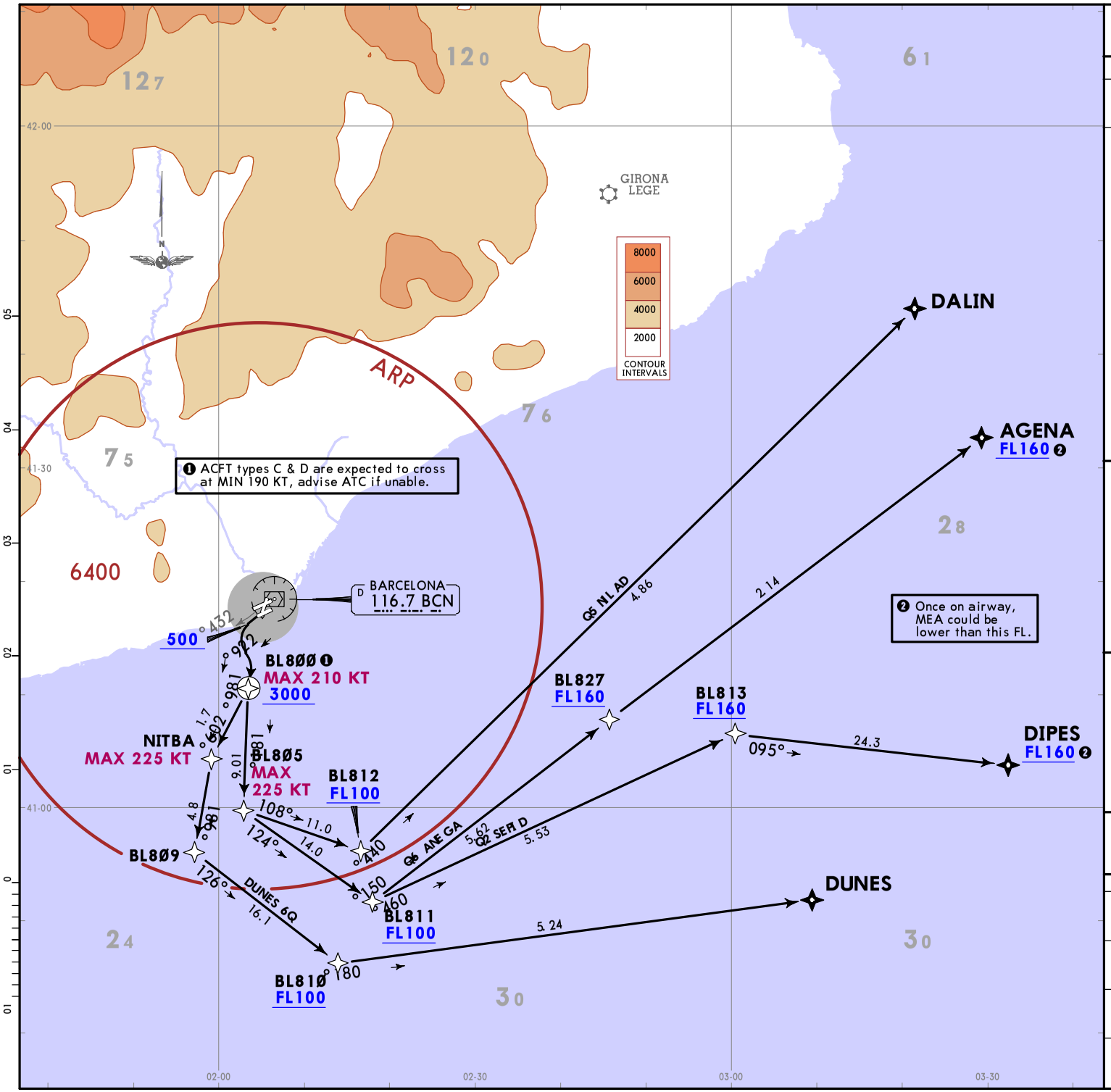
SID	ROUTING
MOPAS 3F	(500+) - PERAL (K210-; 3000+) - BL821 (K225-; 6000+) - BL822 - BL814 (FL190-) - MOPAS (FL140+).
NATPI 2F	(500+) - PERAL (K210-; 3000+) - BL821 (K225-; 6000+) - BL822 - NATPI (FL200+).
OLOXO 2F	(500+) - PERAL (K210-; 3000+) - BL82Ø (K225-; 6000+) - BL823 - BL816 - OLOXO (FL200+).

NATPI FL200
MOPAS FL140
OLOXO FL200
10172
FRANCE
ANDORRA
FRANCE
SPAIN
ANDORRA
La Seu
D'urgell
LESU
NATPI 2F
74.4
MOPAS 3F
57.3
OLOXO 2F
55.1
344°
349°
352°
7.0
274°
BL814
FL190
BL822
BL816
14.0
BL823
23.0
314°
327°
7.0
6400
500
234°
229°
198°
BARCELONA
116.7 BCN
BL821
MAX 225 KT
6000
BL82Ø
MAX 225 KT
6000
PERAL❶
MAX 210 KT
3000
REUS
LERS
ARP
❶ ACFT types C & D are expected to cross at MIN 190 KT, advise ATC if unable.
CONTOUR INTERVALS
12000
10000
8000
6000
4000
2000

MOPAS 3F [MOPA3F]
NATPI 2F [NATP2F]
OLOXO 2F [OLOX2F]
ALTERNATIVE RNAV DEPARTURES
(RWY 24L)

17 NOV 23 (10-3Q3)

JEPPESEN BARCELONA, SPAIN
RNAV SID



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

AGENA 6Q [AGEN6Q]
DALIN 5Q [DALI5Q]
DIPES 2Q [DIPE2Q]
DUNES 6Q [DUNE6Q]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

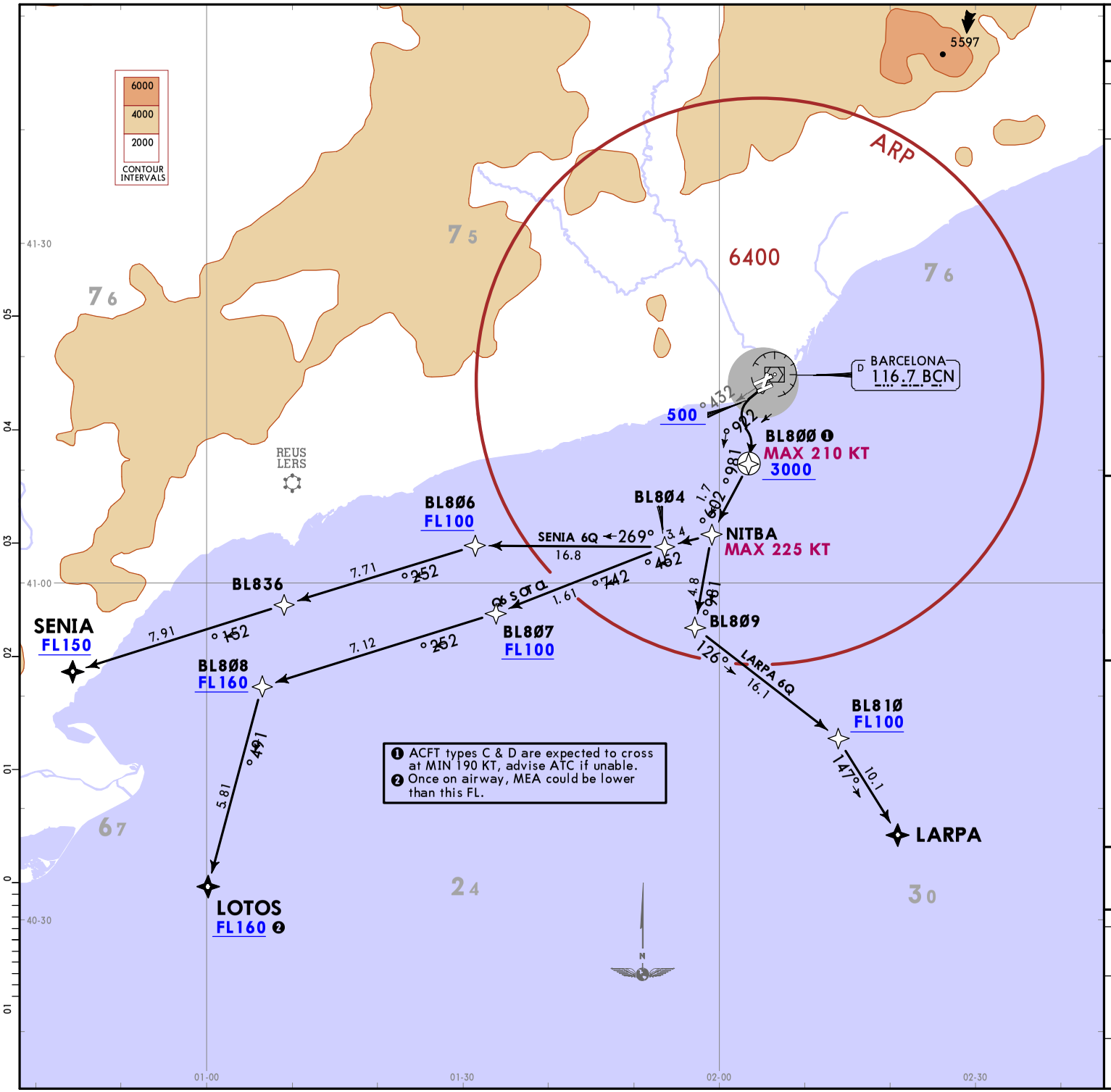
These SIDs require minimum climb gradients of
AGENA 6Q: 7.0% up to FL090
DALIN 5Q: 7.0% up to FL080
DIPES 2Q: 7.0% until BL8Ø5
DUNES 6Q: 7.0% until NITBA
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 6Q	(500+) - BL8ØØ (K210-; 3000+) - BL8Ø5 (K225-) - BL811 (FL100+) - BL827 (FL160+) - AGENA (FL160+).
DALIN 5Q	(500+) - BL8ØØ (K210-; 3000+) - BL8Ø5 (K225-) - BL812 (FL100+) - DALIN.
DIPES 2Q	(500+) - BL8ØØ (K210-; 3000+) - BL8Ø5 (K225-) - BL811 (FL100+) - BL813 (FL160+) - DIPES (FL160+).
DUNES 6Q	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø9 - BL81Ø (FL100+) - DUNES.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

LARPA 6Q [LARP6Q]
LOTOS 6Q [LOTO6Q]
SENIA 6Q [SENI6Q]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

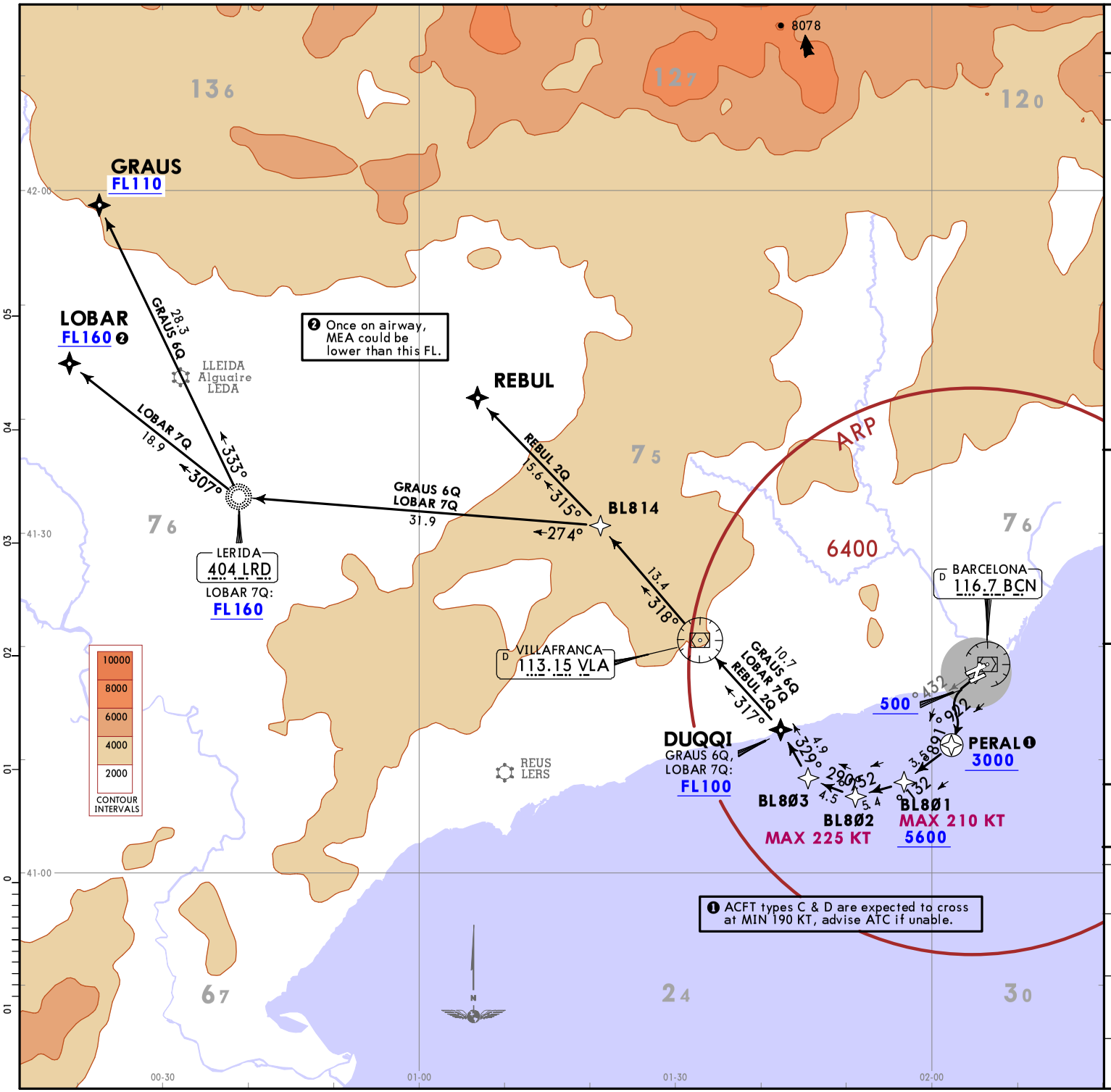
These SIDs require minimum climb gradients of
LARPA 6Q, SENIA 6Q: 7.0% until NITBA
LOTOS 6Q: 7.0% up to FL100
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 6Q	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø9 - BL81Ø (FL100+) - LARPA.
LOTOS 6Q	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø4 - BL8Ø7 (FL100+) - BL8Ø8 (FL160+) - LOTOS (FL160+).
SENIA 6Q	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø4 - BL8Ø6 (FL100+) - BL836 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

DUQQI 2Q [DUQI2Q]
GRAUS 6Q [GRAU6Q]
LOBAR 7Q [LOBA7Q]
REBUL 2Q [REBU2Q]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of
DUQQI 2Q, REBUL 2Q: 8.0% until BL8Ø1
GRAUS 6Q, LOBAR 7Q: 8.0% up to FL090
due to operational reasons.

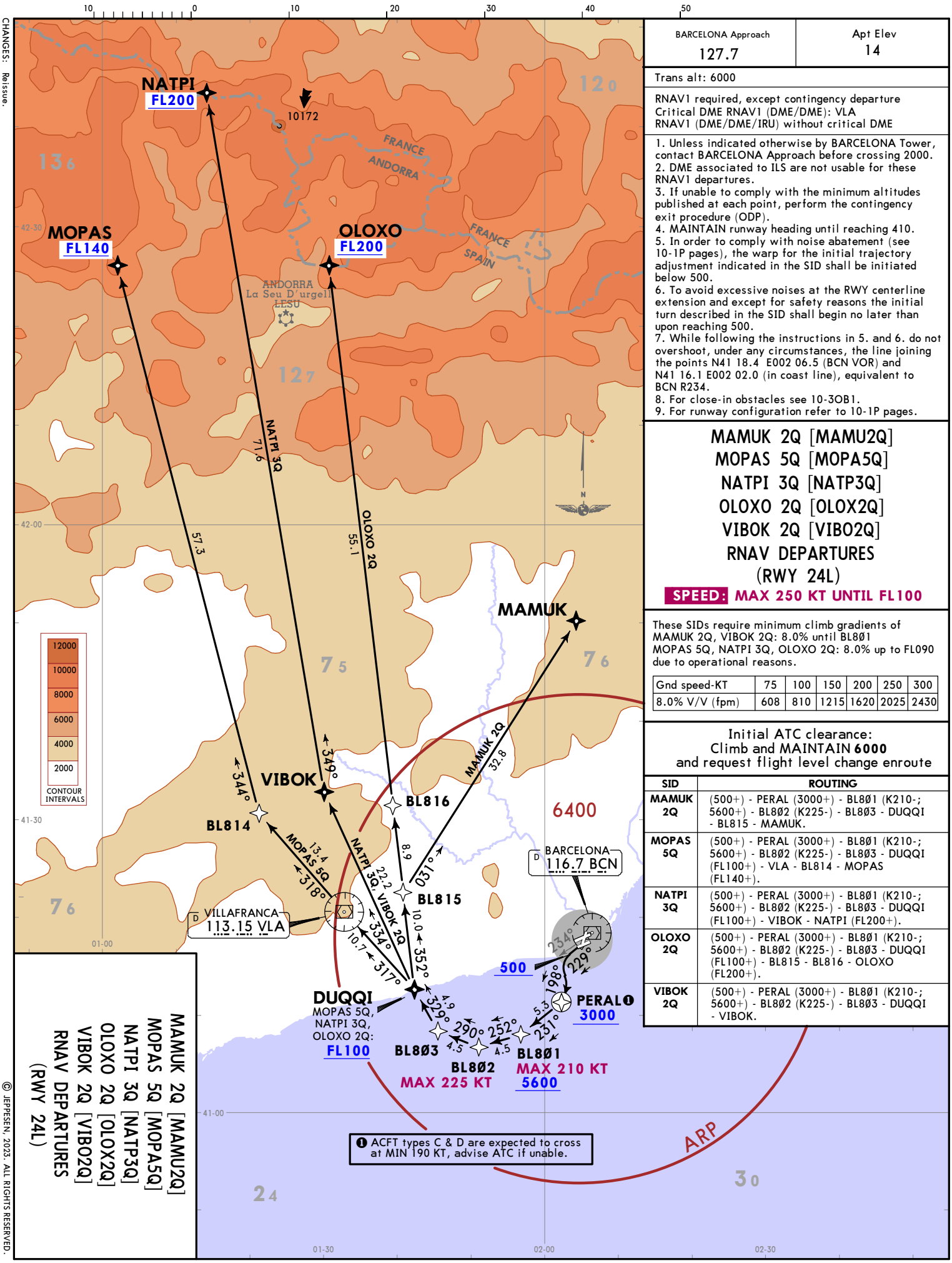
Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
DUQQI 2Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI.
GRAUS 6Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - LRD - GRAUS (FL110+).
LOBAR 7Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - LRD (FL160+) - LOBAR (FL160+).
REBUL 2Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI - VLA - BL814 - REBUL.

CHANGES: Reissue.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

MAMUK 2Q [MAMU2Q]
MOPAS 5Q [MOPA5Q]
NATPI 3Q [NATP3Q]
OLOXO 2Q [OLOX2Q]
VIBOK 2Q [VIBO2Q]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

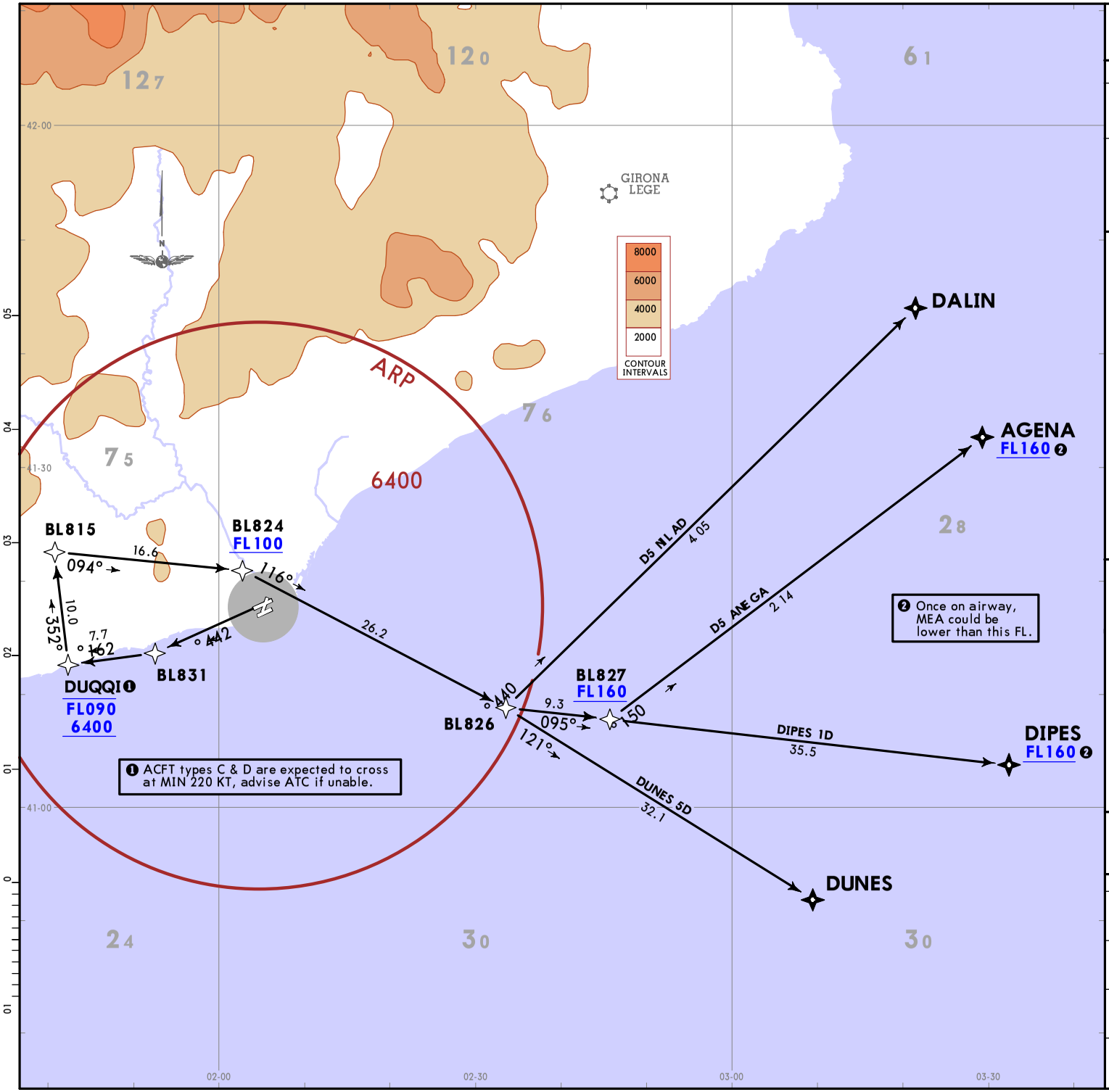
These SIDs require minimum climb gradients of
MAMUK 2Q, VIBOK 2Q: 8.0% until BL8Ø1
MOPAS 5Q, NATPI 3Q, OLOXO 2Q: 8.0% up to FL090 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
MAMUK 2Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI - BL815 - MAMUK.
MOPAS 5Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - MOPAS (FL140+).
NATPI 3Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - VIBOK - NATPI (FL200+).
OLOXO 2Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI (FL100+) - BL815 - BL816 - OLOXO (FL200+).
VIBOK 2Q	(500+) - PERAL (3000+) - BL8Ø1 (K210-; 5600+) - BL8Ø2 (K225-) - BL8Ø3 - DUQQI - VIBOK.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT
17 NOV 23
10-3T2
JEPPESEN
BARCELONA, SPAIN
RNAV SID



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required
Critical DME RNAV1 (DME/DME): CLE, PRA & VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach when reaching 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

AGENA 5D [AGEN5D]
DALIN 5D [DALI5D]
DIPES 1D [DIPE1D]
DUNES 5D [DUNE5D]
NON-PREFERNTIAL TAKE-OFF RNAV DEPARTURES
(RWY 24R)

MANDATORY PROCEDURES FOR NON-PREFERENTIAL RWY IN SEGREGATED OPERATIONS (ARR24R/DEP24L)
NOT PLANNABLE, TACTICAL USE ONLY

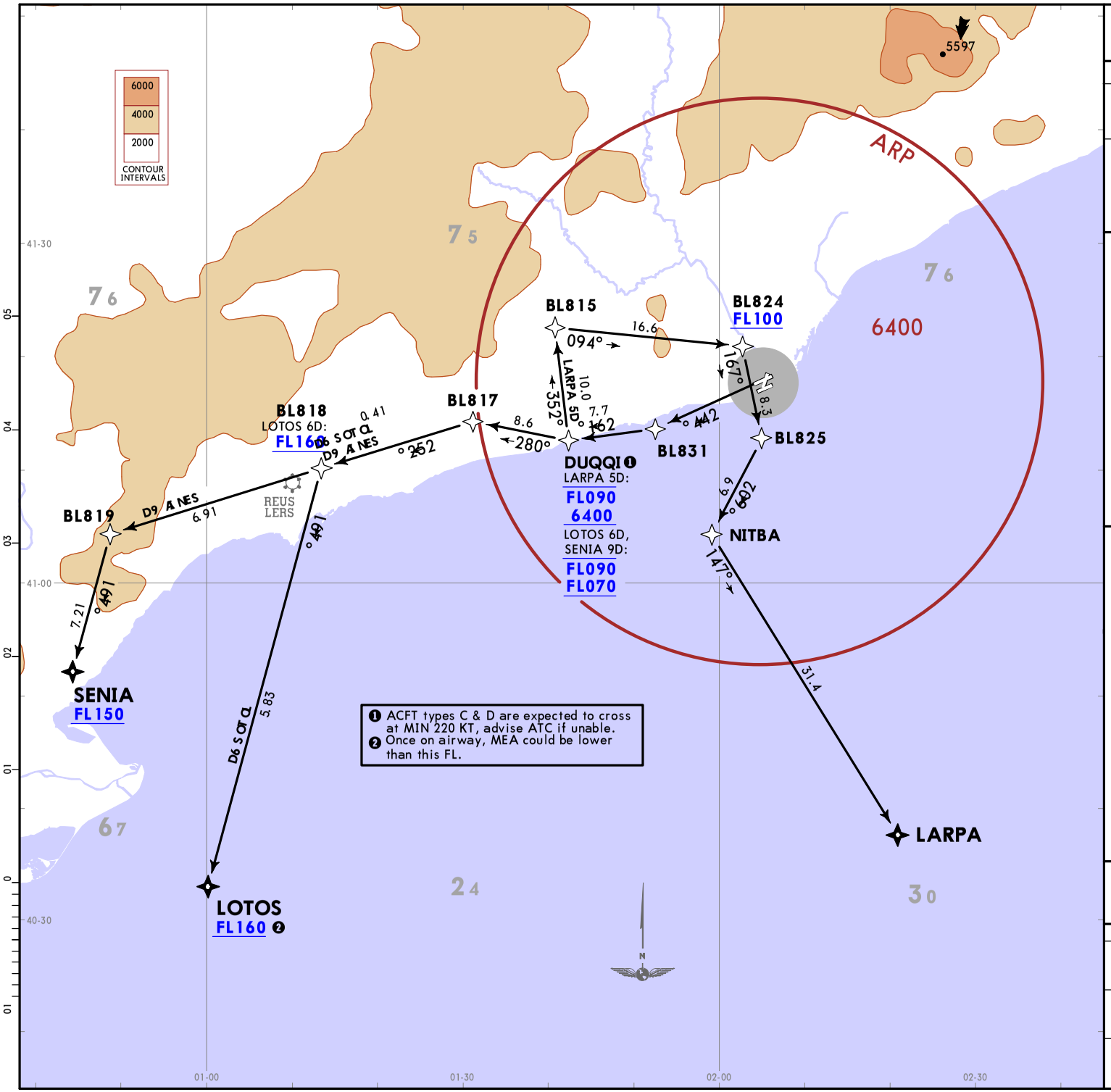
SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 6.1% until DUQQI.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
AGENA 5D	BL831 - DUQQI (FL090-; 6400+) - BL815 - BL824 (FL100+) - BL826 - BL827 (FL160+) - AGENA (FL160+).
DALIN 5D	BL831 - DUQQI (FL090-; 6400+) - BL815 - BL824 (FL100+) - BL826 - DALIN.
DIPES 1D	BL831 - DUQQI (FL090-; 6400+) - BL815 - BL824 (FL100+) - BL826 - BL827 (FL160+) - DIPES (FL160+).
DUNES 5D	BL831 - DUQQI (FL090-; 6400+) - BL815 - BL824 (FL100+) - BL826 - DUNES.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required
Critical DME RNAV1 (DME/DME): CLE, PRA & VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach when reaching 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

LARPA 5D [LARP5D]
LOTOS 6D [LOTO6D]
SENIA 9D [SENI9D]
NON-PREFERNTIAL TAKE-OFF RNAV DEPARTURES
(RWY 24R)

MANDATORY PROCEDURES FOR NON-PREFERENTIAL RWY IN SEGREGATED OPERATIONS (ARR24R/DEP24L)

NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of
LARPA 5D: 6.1% until DUQQI
LOTOS 6D: 6.7% until BL818 due to operational reasons.
SENIA 9D: 6.7% until DUQQI due to operational reasons.

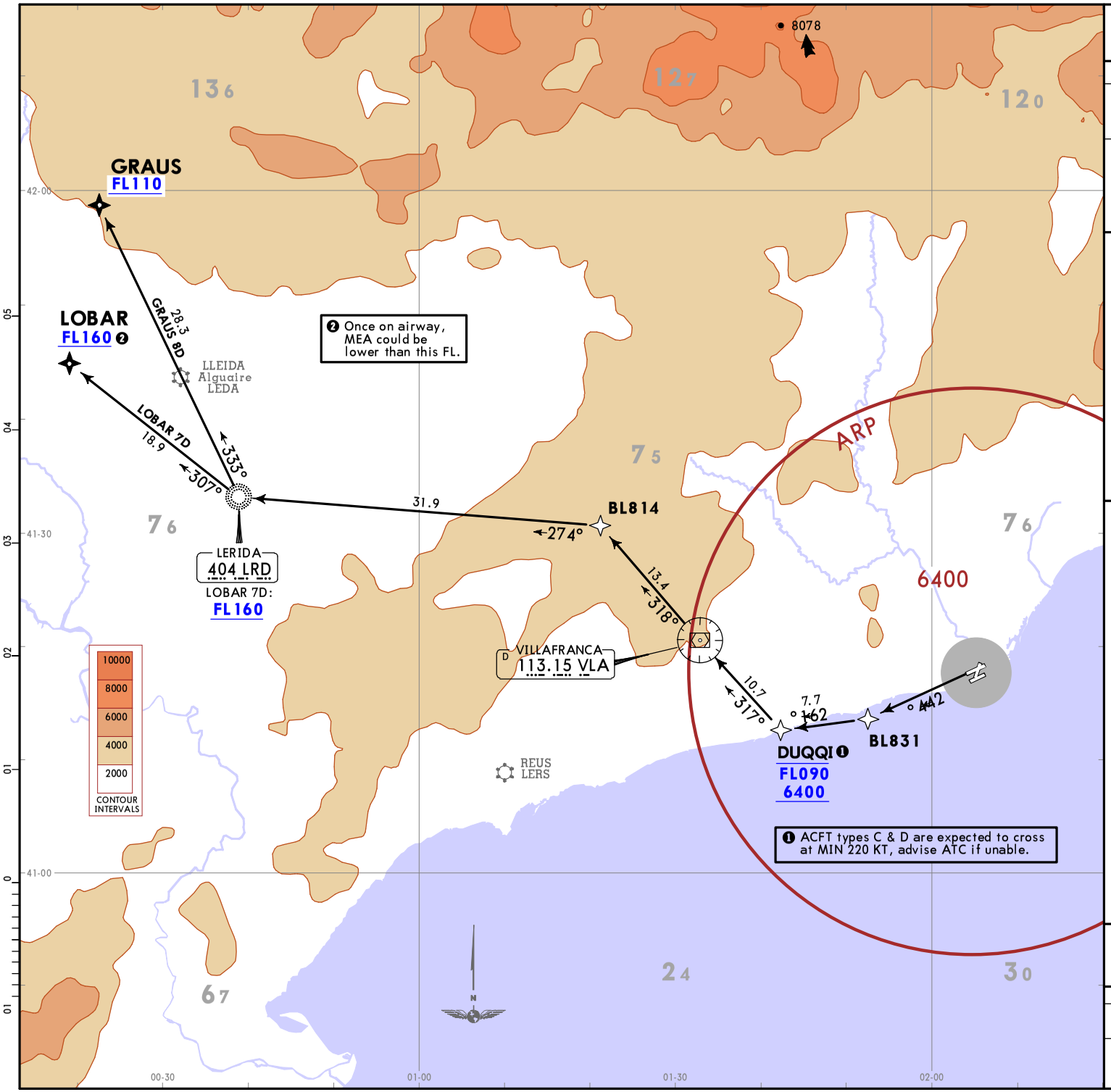
Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853
6.7% V/V (fpm)	509	678	1018	1357	1696	2035

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
LARPA 5D	BL831 - DUQQI (FL090-; 6400+) - BL815 - BL824 (FL100+) - BL825 - NITBA - LARPA.
LOTOS 6D	BL831 - DUQQI (FL090-; FL070+) - BL817 - BL818 (FL160+) - LOTOS (FL160+).
SENIA 9D	BL831 - DUQQI (FL090-; FL070+) - BL817 - BL818 - BL819 - SENIA (FL150+).

CHANGES: Availability.

JEPPESEN BARCELONA, SPAIN
28 JUL 23 (10-3V1) Eff 10 Aug
RNAV SID



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required
Critical DME RNAV1 (DME/DME): CLE, PRA & VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach when reaching 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

GRAUS 8D [GRAU8D]
LOBAR 7D [LOBA7D]
NON-PREFERNTIAL TAKE-OFF RNAV DEPARTURES
(RWY 24R)

MANDATORY PROCEDURES FOR NON-PREFERENTIAL RWY IN SEGREGATED OPERATIONS (ARR24R/DEP24L)
NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 6.1% until DUQQI.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
GRAUS 8D	BL831 - DUQQI (FL090-; 6400+) - VLA - BL814 - LRD - GRAUS (FL110+).
LOBAR 7D	BL831 - DUQQI (FL090-; 6400+) - VLA - BL814 - LRD (FL160+) - LOBAR (FL160+).

CHANGES: Availability.

BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required
Critical DME RNAV1 (DME/DME): CLE, PRA & VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach when reaching 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

MOPAS 8D [MOPA8D]
NATPI 2D [NATP2D]
OLOXO 1D [OLOX1D]
NON-PREFERNTIAL TAKE-OFF RNAV DEPARTURES (RWY 24R)

MANDATORY PROCEDURES FOR NON-PREFERENTIAL RWY IN SEGREGATED OPERATIONS (ARR24R/DEP24L)
NOT PLANNABLE, TACTICAL USE ONLY

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 6.1% until DUQQI.

Gnd speed-KT	75	100	150	200	250	300
6.1% V/V (fpm)	463	618	927	1235	1544	1853

Initial ATC clearance:
Climb and MAINTAIN **4000**
and request flight level change enroute

SID	ROUTING
MOPAS 8D	BL831 - DUQQI (FL090-; 6400+) - VLA - BL814 - MOPAS (FL140+).
NATPI 2D	BL831 - DUQQI (FL090-; 6400+) - VLA - VIBOK - NATPI (FL200+).
OLOXO 1D	BL831 - DUQQI (FL090-; 6400+) - BL815 - BL816 - OLOXO (FL200+).

NATPI FL200
OLOXO FL200
MOPAS FL140
10172
FRANCE
ANDORRA
SPAIN
ANDORRA La Seu D'urgell LESU
NATPI 2D 71.6
MOPAS 8D 57.3
OLOXO 1D 55.1
VIBOK
BL814
BL815
BL816
BL831
DUQQI
FL090
6400
VILLAFRANCA 113.15 VLA
REUS LERS
ARP
6400
CONTOUR INTERVALS 12000 10000 8000 6000 4000 2000
ACFT types C & D are expected to cross at MIN 220 KT, advise ATC if unable.

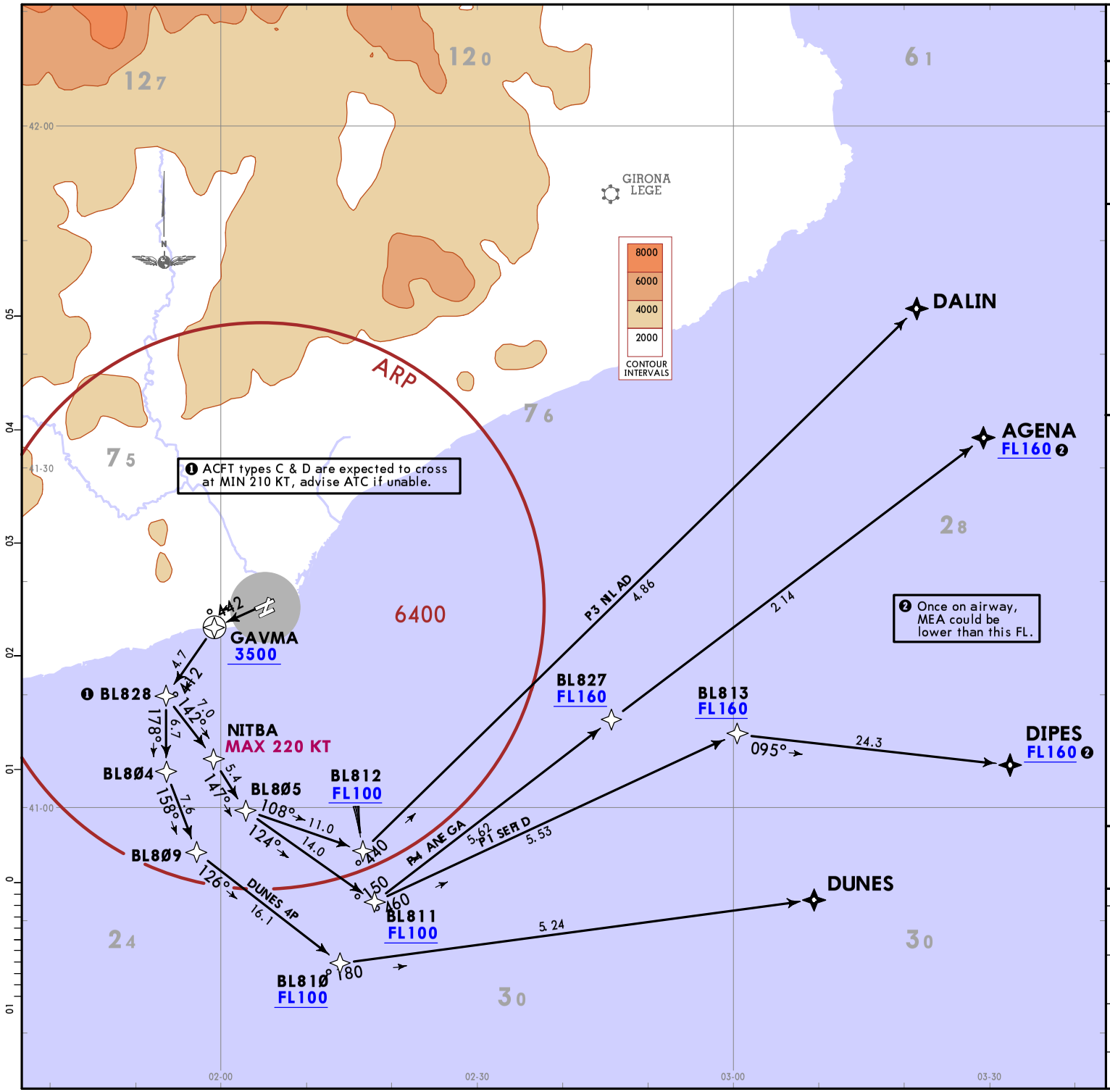
LEBL/BCN
JOSEP TARRADELLAS-EL PRAT
BARCELONA, SPAIN
RNAV SID
28 JUL 23 (10-3V2) Eff 10 Aug
JEPPESEN

MOPAS 8D [MOPA8D]
NATPI 2D [NATP2D]
OLOXO 1D [OLOX1D]
NON-PREFERNTIAL TAKE-OFF
RNAV DEPARTURES
(RWY 24R)

JEPPESEN 17 NOV 23 (10-3W)

BARCELONA, SPAIN

RNAV SID



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

AGENA 4P [AGEN4P]
DALIN 3P [DALI3P]
DIPES 1P [DIPE1P]
DUNES 4P [DUNE4P]
RNAV DEPARTURES
(RWY 24R)

SPEED: MAX 250 KT UNTIL FL100

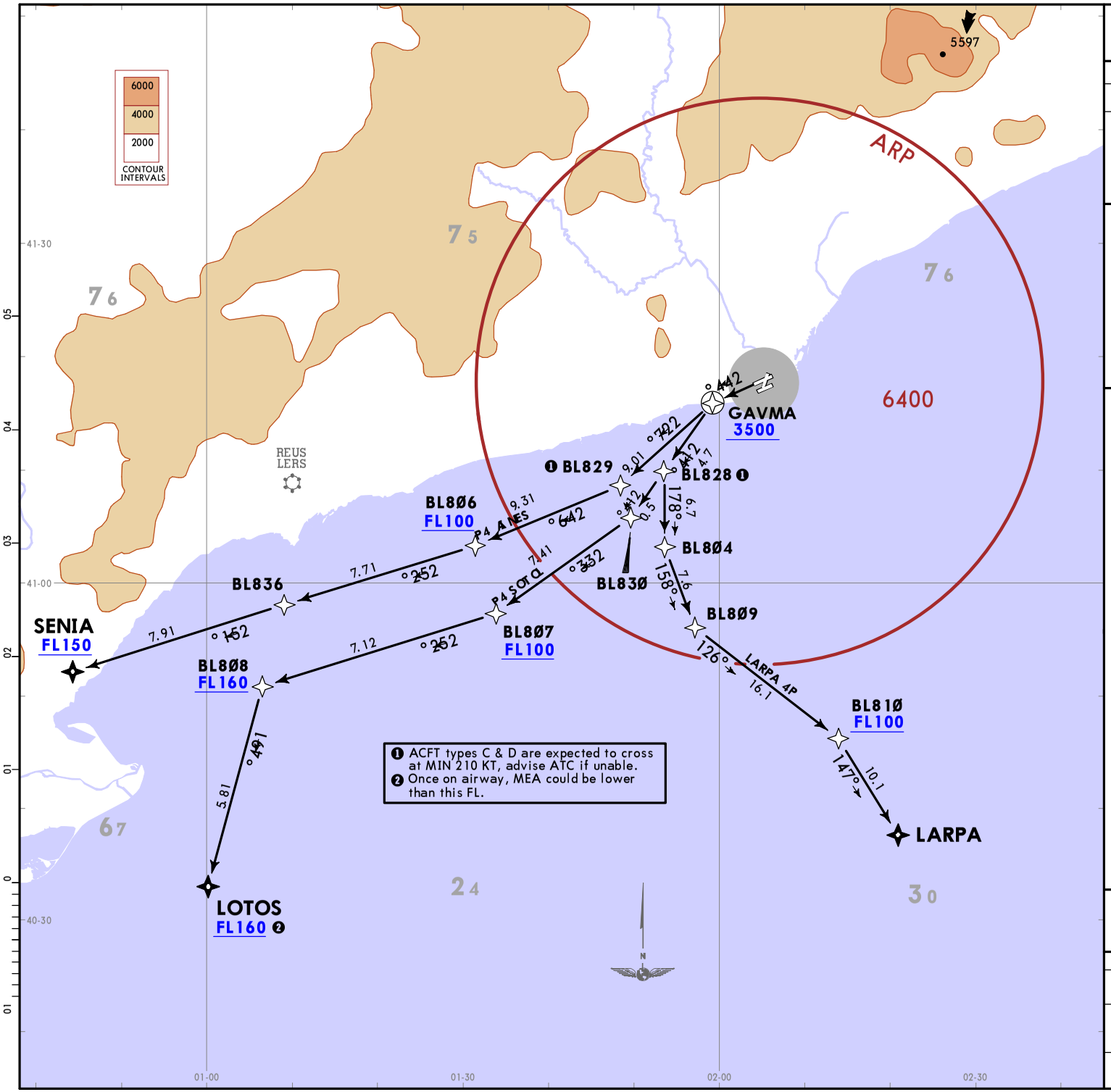
These SIDs require minimum climb gradients of
AGENA 4P: 14.5% until GAVMA, then 3.5% until BL827
DALIN 3P: 14.5% until GAVMA, then 3.5% until BL812
DIPES 1P, DUNES 4P: 14.5% until GAVMA due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
3.5% V/V (fpm)	266	354	532	709	886	1063
14.5% V/V (fpm)	1101	1468	2203	2937	3671	4405

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 4P	GAVMA (3500+) - BL828 - NITBA (K220-) - BL8Ø5 - BL811 (FL100+) - BL827 (FL160+) - AGENA (FL160+).
DALIN 3P	GAVMA (3500+) - BL828 - NITBA (K220-) - BL8Ø5 - BL812 (FL100+) - DALIN.
DIPES 1P	GAVMA (3500+) - BL828 - NITBA (K220-) - BL8Ø5 - BL811 (FL100+) - BL813 (FL160+) - DIPES (FL160+).
DUNES 4P	GAVMA (3500+) - BL828 - BL8Ø4 - BL8Ø9 - BL81Ø (FL100+) - DUNES.

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

LARPA 4P [LARP4P]
LOTOS 4P [LOTO4P]
SENIA 4P [SENI4P]
RNAV DEPARTURES
(RWY 24R)

SPEED: MAX 250 KT UNTIL FL100

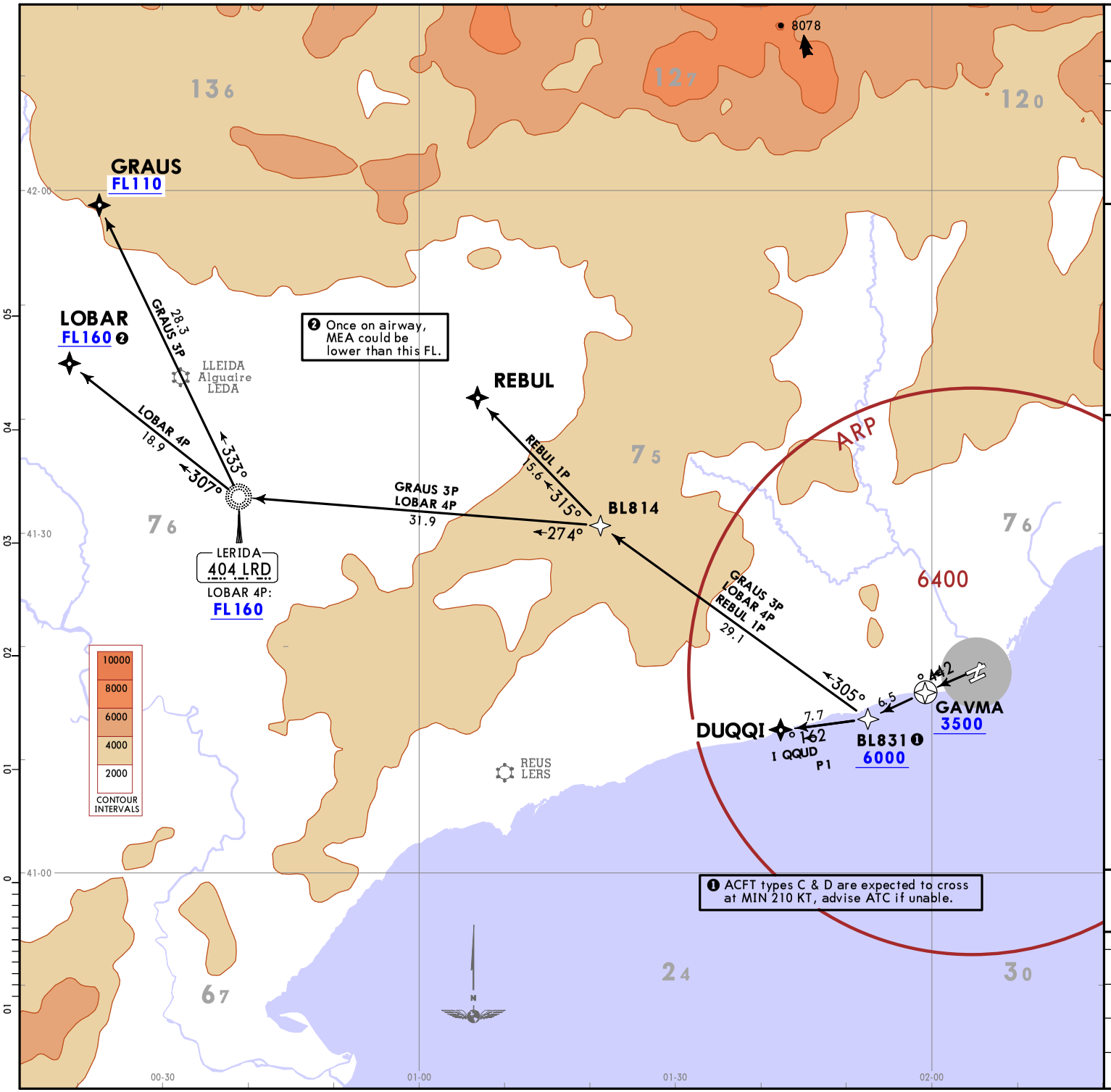
These SIDs require minimum climb gradients of
LARPA 4P: 14.5% until GAVMA
LOTOS 4P: 14.5% until GAVMA, then 4.3% until BL8Ø8
SENIA 4P: 14.5% until GAVMA, then 4.4% until BL8Ø6
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.4% V/V (fpm)	334	446	668	891	1114	1337
14.5% V/V (fpm)	1101	1468	2203	2937	3671	4405

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 4P	GAVMA (3500+) - BL828 - BL8Ø4 - BL8Ø9 - BL81Ø (FL100+) - LARPA.
LOTOS 4P	GAVMA (3500+) - BL828 - BL83Ø - BL8Ø7 (FL100+) - BL8Ø8 (FL160+) - LOTOS (FL160+).
SENIA 4P	GAVMA (3500+) - BL829 - BL8Ø6 (FL100+) - BL836 - SENIA (FL150+).

CHANGES: Reissue.



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

DUQQI 1P [DUQI1P]
GRAUS 3P [GRAU3P]
LOBAR 4P [LOBA4P]
REBUL 1P [REBU1P]
RNAV DEPARTURES
(RWY 24R)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of
14.5% until GAVMA, then
7.4% until BL831 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248
14.5% V/V (fpm)	1101	1468	2203	2937	3671	4405

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
DUQQI 1P	GAVMA (3500+) - BL831 (6000+) - DUQQI.
GRAUS 3P	GAVMA (3500+) - BL831 (6000+) - BL814 - LRD - GRAUS (FL110+).
LOBAR 4P	GAVMA (3500+) - BL831 (6000+) - BL814 - LRD (FL160+) - LOBAR (FL160+).
REBUL 1P	GAVMA (3500+) - BL831 (6000+) - BL814 - REBUL.

CHANGES: Reissue.

BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. For close-in obstacles see 10-3OB1.
4. For runway configuration refer to 10-1P pages.

MAMUK 1P [MAMU1P]
MOPAS 3P [MOPA3P]
NATPI 1P [NATP1P]
OLOXO 1P [OLOX1P]
VIBOK 1P [VIBO1P]
RNAV DEPARTURES
(RWY 24R)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require minimum climb gradients of
14.5% until GAVMA, then
7.4% until BL831 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.4% V/V (fpm)	562	749	1124	1499	1873	2248
14.5% V/V (fpm)	1101	1468	2203	2937	3671	4405

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

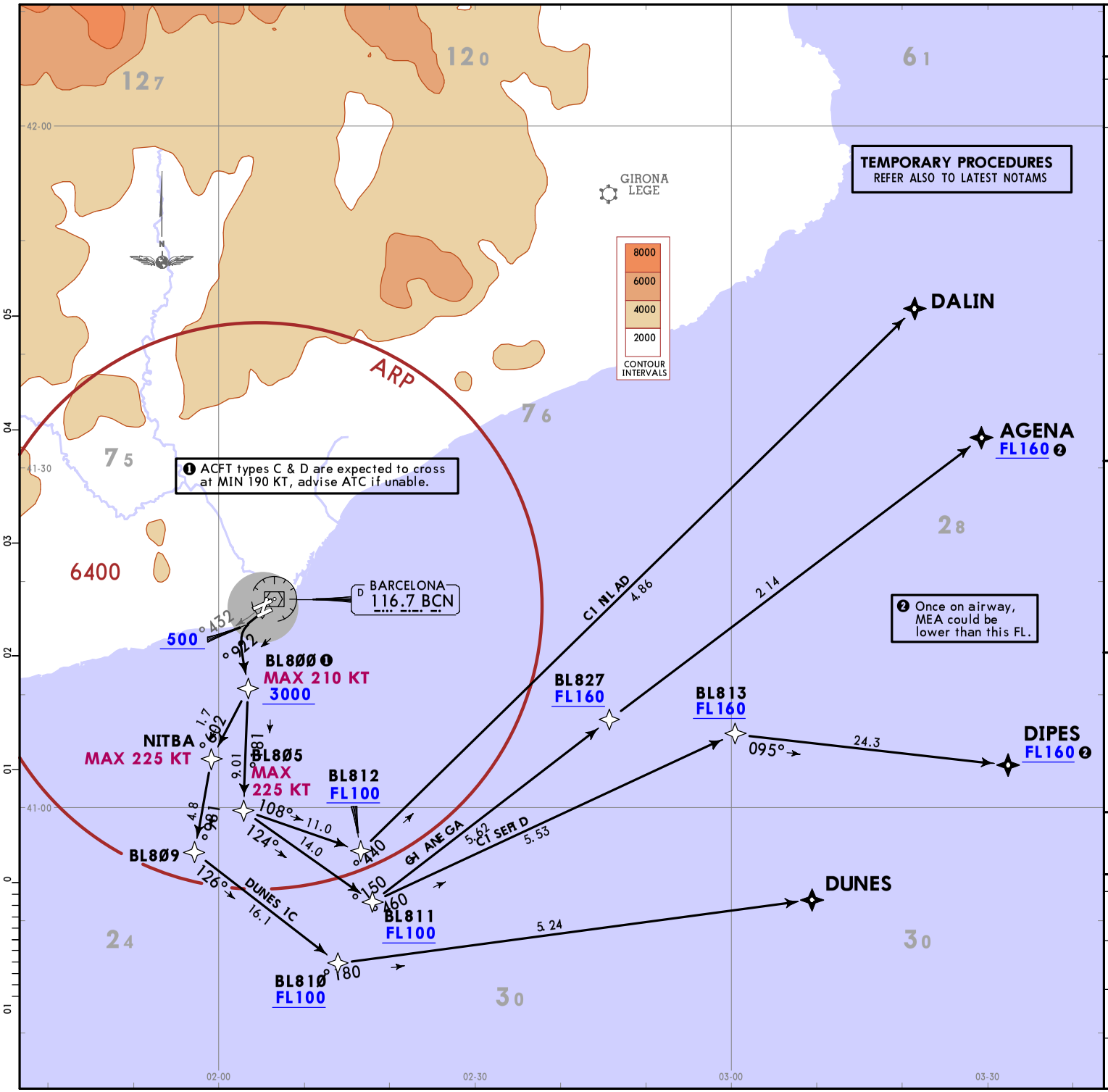
SID	ROUTING
MAMUK 1P	GAVMA (3500+) - BL831 (6000+) - BL832 - MAMUK.
MOPAS 3P	GAVMA (3500+) - BL831 (6000+) - BL814 - MOPAS (FL140+).
NATPI 1P	GAVMA (3500+) - BL831 (6000+) - VIBOK - NATPI (FL200+).
OLOXO 1P	GAVMA (3500+) - BL831 (6000+) - BL832 - BL816 - OLOXO (FL200+).
VIBOK 1P	GAVMA (3500+) - BL831 (6000+) - VIBOK.

NATPI FL200
MOPAS FL140
OLOXO FL200
10172
FRANCE
ANDORRA
SPAIN
ANDORRA La Seu D'urgell LESU
REUS LERS
MAMUK
VIBOK
BL816
BL814
BL832
GAVMA 3500
BL831 6000
ARP
6400
NATPI 1P 71.6
OLOXO 1P 55.1
57.3
MAMUK 1P 28.9
NATPI 1P. VIBOK 1P 25.5
MOPAS 3P 29.1
6.4
349°
352°
344°
318°
305°
330°
031°
244°
13.9
5.6
CONTOUR INTERVALS: 12000, 10000, 8000, 6000, 4000, 2000

❶ ACFT types C & D are expected to cross at MIN 210 KT, advise ATC if unable.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT
17 NOV 23 (10-3X2)
JEPPESEN
BARCELONA, SPAIN
RNAV SID

MAMUK 1P [MAMU1P]
MOPAS 3P [MOPA3P]
NATPI 1P [NATP1P]
OLOXO 1P [OLOX1P]
VIBOK 1P [VIBO1P]
RNAV DEPARTURES
(RWY 24R)



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

AGENA 1C [AGEN1C]
DALIN 1C [DALI1C]
DIPES 1C [DIPE1C]
DUNES 1C [DUNE1C]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

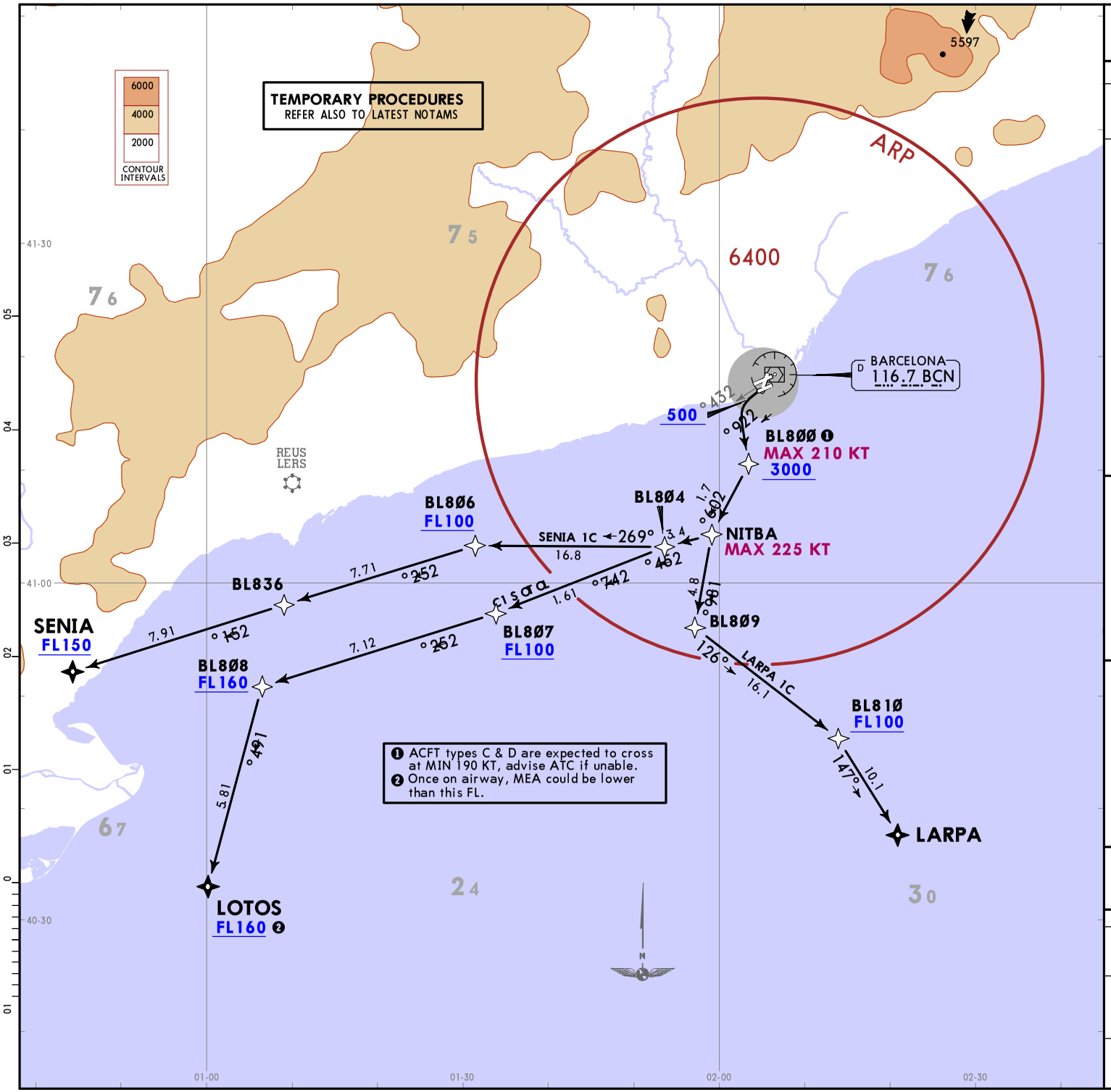
These SIDs require a minimum climb gradient of
AGENA 1C: 7.0% up to FL090
DALIN 1C: 7.0% until BL812
DIPES 1C: 7.0% until BL8Ø5
DUNES 1C: 7.0% until NITBA
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
AGENA 1C	(500+) - BL8ØØ (K210-; 3000+) - BL8Ø5 (K225-) - BL811 (FL100+) - BL827 (FL160+) - AGENA (FL160+).
DALIN 1C	(500+) - BL8ØØ (K210-; 3000+) - BL8Ø5 (K225-) - BL812 (FL100+) - DALIN.
DIPES 1C	(500+) - BL8ØØ (K210-; 3000+) - BL8Ø5 (K225-) - BL811 (FL100+) - BL813 (FL160+) - DIPES (FL160+).
DUNES 1C	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø9 - BL81Ø (FL100+) - DUNES.

CHANGES: Contingency departures transferred, temporary RNAV SIDs established.



BARCELONA Approach	Apt Elev
126.505	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

LARPA 1C [LARP1C]
LOTOS 1C [LOTO1C]
SENIA 1C [SENI1C]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

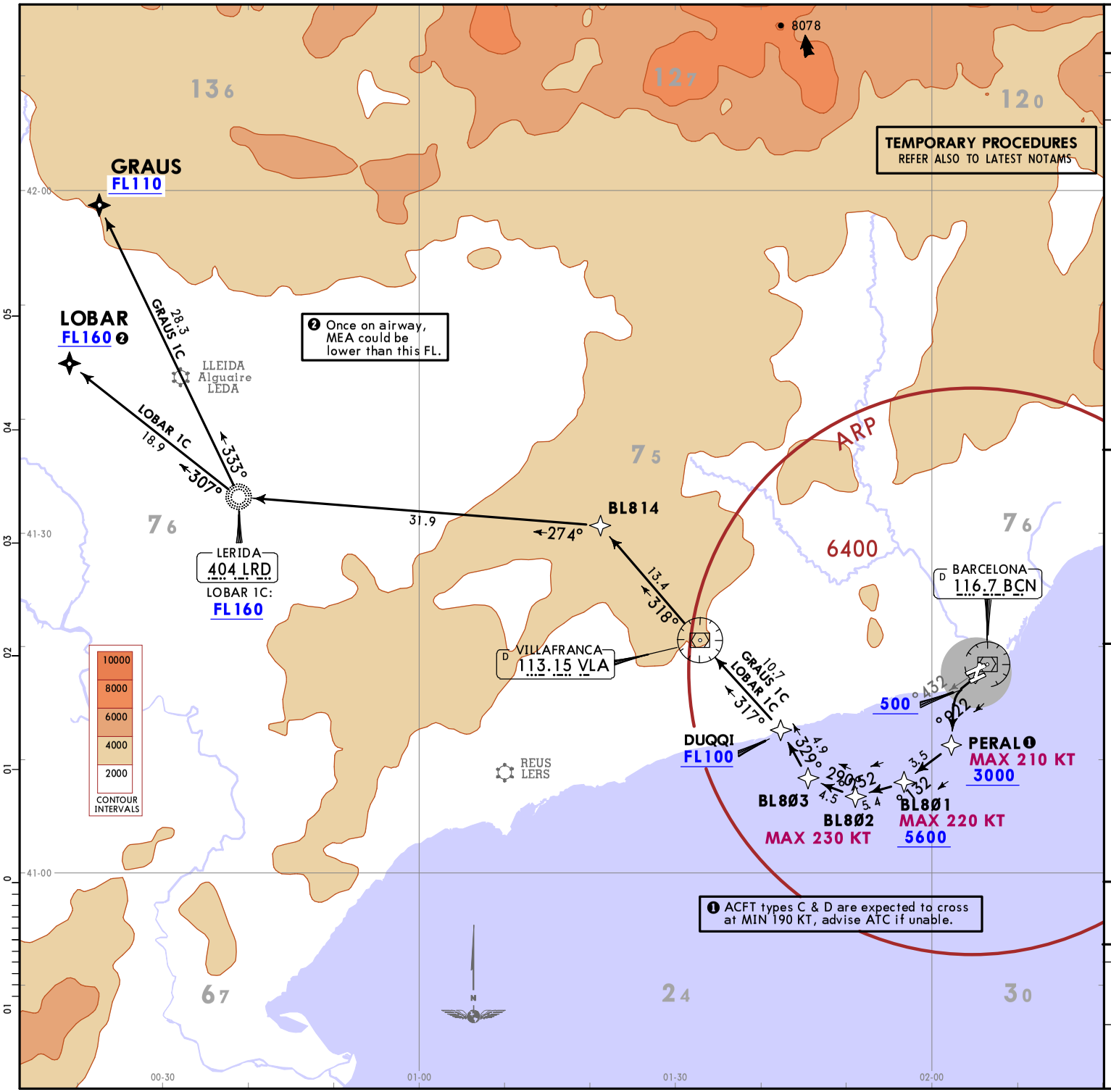
These SIDs require a minimum climb gradient of
LARPA 1C, SENIA 1C: 7.0% until NITBA
LOTOS 1C: 7.0% up to FL100
due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
LARPA 1C	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø9 - BL81Ø (FL100+) - LARPA.
LOTOS 1C	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø4 - BL8Ø7 (FL100+) - BL8Ø8 (FL160+) - LOTOS (FL160+).
SENIA 1C	(500+) - BL8ØØ (K210-; 3000+) - NITBA (K225-) - BL8Ø4 - BL8Ø6 (FL100+) - BL836 - SENIA (FL150+).

CHANGES: New chart (temporary RNAV SIDs established).



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

GRAUS 1C [GRAU1C]
LOBAR 1C [LOBA1C]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

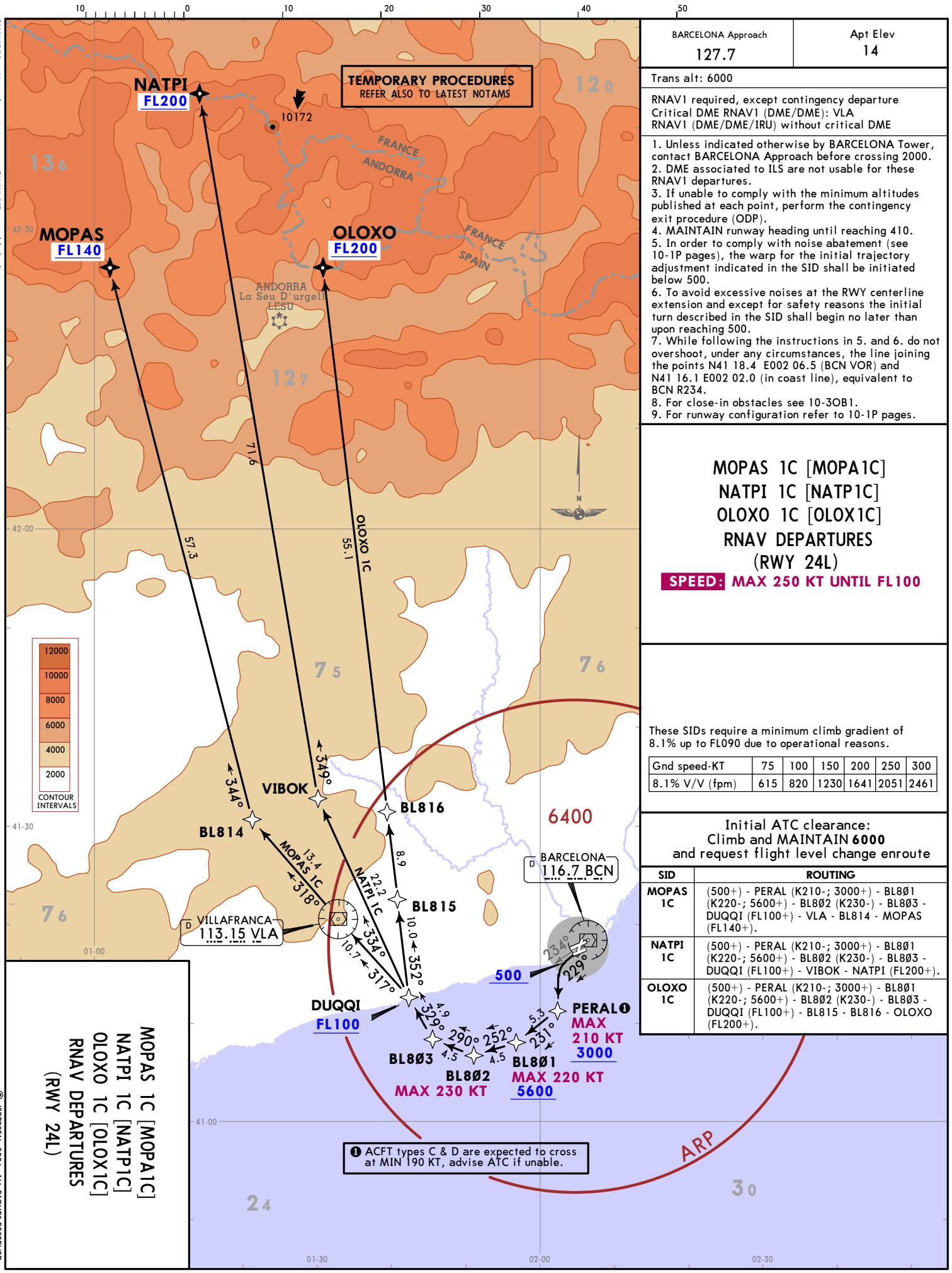
These SIDs require a minimum climb gradient of 8.1% up to FL090 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.1% V/V (fpm)	615	820	1230	1641	2051	2461

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
GRAUS 1C	(500+) - PERAL (K210-; 3000+) - BL8Ø1 (K220-; 5600+) - BL8Ø2 (K230-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - LRD - GRAUS (FL110+).
LOBAR 1C	(500+) - PERAL (K210-; 3000+) - BL8Ø1 (K220-; 5600+) - BL8Ø2 (K230-) - BL8Ø3 - DUQQI (FL100+) - VLA - BL814 - LRD (FL160+) - LOBAR (FL160+).

CHANGES: New chart (temporary RNAV SIDs established).



BARCELONA Approach	Apt Elev
127.7	14

Trans alt: 6000

RNAV1 required, except contingency departure
Critical DME RNAV1 (DME/DME): VLA
RNAV1 (DME/DME/IRU) without critical DME

1. Unless indicated otherwise by BARCELONA Tower, contact BARCELONA Approach before crossing 2000.
2. DME associated to ILS are not usable for these RNAV1 departures.
3. If unable to comply with the minimum altitudes published at each point, perform the contingency exit procedure (ODP).
4. MAINTAIN runway heading until reaching 410.
5. In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment indicated in the SID shall be initiated below 500.
6. To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn described in the SID shall begin no later than upon reaching 500.
7. While following the instructions in 5. and 6. do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.
8. For close-in obstacles see 10-3OB1.
9. For runway configuration refer to 10-1P pages.

MOPAS 1C [MOPA1C]
NATPI 1C [NATP1C]
OLOXO 1C [OLOX1C]
RNAV DEPARTURES
(RWY 24L)

SPEED: MAX 250 KT UNTIL FL100

These SIDs require a minimum climb gradient of 8.1% up to FL090 due to operational reasons.

Gnd speed-KT	75	100	150	200	250	300
8.1% V/V (fpm)	615	820	1230	1641	2051	2461

Initial ATC clearance:
Climb and MAINTAIN **6000**
and request flight level change enroute

SID	ROUTING
MOPAS 1C	(500+) - PERAL (K210-; 3000+) - BL801 (K220-; 5600+) - BL802 (K230-) - BL803 - DUQQI (FL100+) - VLA - BL814 - MOPAS (FL140+).
NATPI 1C	(500+) - PERAL (K210-; 3000+) - BL801 (K220-; 5600+) - BL802 (K230-) - BL803 - DUQQI (FL100+) - VIBOK - NATPI (FL200+).
OLOXO 1C	(500+) - PERAL (K210-; 3000+) - BL801 (K220-; 5600+) - BL802 (K230-) - BL803 - DUQQI (FL100+) - BL815 - BL816 - OLOXO (FL200+).

MOPAS 1C [MOPA1C]
NATPI 1C [NATP1C]
OLOXO 1C [OLOX1C]
RNAV DEPARTURES
(RWY 24L)

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN
31 MAY 24 (10-3X6)
Eff 13 Jun

BARCELONA, SPAIN
RNAV SID

BARCELONA Tower	Apt Elev	
118.105 118.330	14	Trans alt: 6000 1. Departing aircraft without RNAV1 operational approval shall notify BARCELONA Tower as soon as possible (Clearance frequency) and will be instructed to proceed as provided in this contingency departure. 2. MAINTAIN BARCELONA Tower frequency until further indication.

LEBL 1E (LEBL1E), LEBL 1F (LEBL1F)
LEBL 1N (LEBL1N), LEBL 1S (LEBL1S)
LEBL 1W (LEBL1W), LEBL 1X (LEBL1X)
CONTINGENCY DEPARTURES (ODP)
(RWYS 02, 06L/R, 20, 24L/R)

TACTICAL USE ONLY

UNPLANNED

SPEED: MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMM

LOST COMMS — Comply with ICAO Annex 10, Volume 2 and Doc 4444. — LOST COMMS

LOST COMMS ▲ LOST COMMS ▲ LOST COMM

These departures require minimum climb gradients of
LEBL 1E: 4.7% up to 1900.
LEBL 1F: 5.4% up to 3500.
LEBL 1N: 7.2% up to 3500.
LEBL 1W: 6.0% up to 1500.
LEBL 1X: 6.2% up to 3500.

Gnd speed-KT	75	100	150	200	250	300
4.7% V/V (fpm)	357	476	714	952	1190	1428
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.0% V/V (fpm)	456	608	911	1215	1519	1823
6.2% V/V (fpm)	471	628	942	1256	1570	1884
7.2% V/V (fpm)	547	729	1094	1458	1823	2187

Initial ATC clearance:
Climb and maintain 6000 and request flight level change enroute

DEPARTURE	RWY	ROUTING
LEBL 1E ❶	06R	Climb on runway heading to 500, turn RIGHT (MAX 220 KT), 119° heading to 1900, turn following ATC instructions.
LEBL 1F	06L	Climb on runway heading to 3500, turn following ATC instructions.
LEBL 1N ❷	02	Climb on runway heading to 500, turn RIGHT (MAX 205 KT), 119° heading to 3500.
LEBL 1S ❷	20	Climb on runway heading to 1500, turn following ATC instructions.
LEBL 1W ❶ ❸	24L	Climb on 229° heading to 500, turn LEFT (MAX 205 KT), 164° heading to 1500, turn following ATC instructions.
LEBL 1X	24R	Climb on runway heading to 3500, turn following ATC instructions.

❶ MAINTAIN runway heading until reaching 410.
❷ Turns before DER are not permitted.
❸ In order to comply with noise abatement (see 10-1P pages), the warp for the initial trajectory adjustment shall be initiated below 500.
To avoid excessive noises at the RWY centerline extension and except for safety reasons the initial turn shall begin no later than upon reaching 500.
While following those instructions do not overshoot, under any circumstances, the line joining the points N41 18.4 E002 06.5 (BCN VOR) and N41 16.1 E002 02.0 (in coast line), equivalent to BCN R234.

Apt Elev 14

NOISE ABATEMENT

Noise monitoring point

For AIRPORT BRIEFING refer to 10-1P pages

41-20

Centre Remolar
Colegio J. Balmes
018°
Cabecera 24R
064°
DILUM
BL700, BL707
079°
BL700
Cabecera 06L
Parque Agrario Viladecans
244°
Cabecera 06R
Cabecera 24L
BCN
Ayto. Castelldefels
Escuela Edumar
Colegio Bon Soleil
Baliza Castelldefels
GAVMA
C. Servicios Gavamar
Camping Ballena Alegre
229°
198°
189°
234°
DO NOT OVERSHOOT
214°
227°
BL831
BL829
BL828
BL820, BL821
PERAL
231°
BL800
206°
181°
NITBA
BL805
02-00
BL801

CHANGES: Reissue.

WORKS ON TWYS E AND D

REFER ALSO TO LATEST NOTAMS

GENERAL:

The purpose of these actions is to renew the asphalt pavement on certain sections of TWY E, as well as to renew the lighting circuit and replace it with LED technology in some sections.

- Renewal of asphalt pavement on TWY E2 as far as E4 and D2.
- Renewal of lighting circuit on TWY D3, M6 and E5.
- Replacement of current lighting system with LED technology on TWY E2 to E5.
- Elimination of comb and replacement by duct bank.
- Demolition of existing elevated ducts and substitution by ducts inset into the pavement.
- Compliance works for circuits and ducting.

All the working areas will be properly delimited, marked and lit and, in the event of activation of the LVP, the works will be stopped and equipment and workers will abandon the maneuvring area.

Working hours:
The works will take place on :

- Day time: 0800-2000 LT
- Night-time: 2300-0600 LT

Operational impact:
The actions described will be performed in phases entailing certain closures and/or reduction of ACFT code letter for the cited taxiways. Moreover, some stands will remain inoperative.
All the closures will be so scheduled as to not affect the regularity and efficiency of ACFT operations and ensure the availability of alternative taxiways at all times.

Taxiway closures:
Certain taxiways and/or taxiway groups will be closed to ACFT traffic or their permitted ACFT code letter will be reduced, as stated in the table setting out the distribution of the phases.
The attached table details the closures and restrictions for the different phases.

Phase compatibility
During phase A, several subphases might be executed simultaneously, always provided that TWY E and D are not affected at the same time.
During phase B, each subphase will be executed alone, and simultaneous actions will not be possible.
TWY D and E will never both be closed or subject to traffic restrictions simultaneously, to guarantee the efficiency and regularity of operations.

PHASE	SUBPHASE	CLOUSURE	TWY RESTRICTIONS	AVAILABLE PPR	SCHEDULE
A	A.2	-	Downgrading of E2 to code letter D ACFT	10 min	Day time/ Night-time
A	A.3	-	Downgrading of E2 and E3 to code letter D ACFT	10 min	Day time/ Night-time
A	A.4	-	Downgrading of E3 and E4 to code letter D ACFT	10 min	Day time/ Night-time
A	A.5	-	Downgrading of E4 and M6 to code letter D ACFT	10 min	Day time/ Night-time
A	A.6	-	Downgrading M6 to code letter D ACFT	10 min	Day time/ Night-time
A	A.7	-	Downgrading of M6 and D2 to code letter D ACFT	10 min	Day time/ Night-time
A	A.8	-	Downgrading of D2 to code letter D ACFT	10 min	Day time/ Night-time
B	B.1	TWY E1, E2	Downgrading of J5 to code letter D ACFT	NO	Night-time
B	B.2	TWY E1, E2, E3	Downgrading of E4 to code letter E ACFT	NO	Night-time
B	B.3	TWY E3, E4, GATE IS	-	NO	Night-time
B	B.4	TWY E4	-	NO	Night-time
B	B.5	TWY E4, E5, M6, M7	-	NO	Night-time
B	B.6	TWY E5, E6, N6, N7, R3, R4, R5	Downgrading of M6-M7 and E4-M7 to code letter C ACFT	10 min	Night-time
B	B.7	TWY D1, D2	-	NO	Night-time
B	B.8	TWY D1, D2, D3, M4, M5, M6, NM	-	10 min	Night-time
B	B.9	TWY M6	-	10 min	Night-time
B	B.10	-	-	NO	Night-time

CHANGES: New temporary chart.

RENOVATION OF WEATHER OBSERVATION SYSTEMS

EXERCISE CAUTION DUE TO PRESENCE OF PERSONNEL & MACHINERY
REFER ALSO TO LATEST NOTAMS

GENERAL:

This renovation requires performing the following works with impact on operations:
- Laying new sections of pipes to connect existing pipelines to the new catch basins planned.
- Laying cables and drawing new electrical connections from the nearest transformer substations in each case.
- Laying fibreoptic cables for the complete overhaul of the two existing communications rings that of THR East - TWR South - EMAe and that of the weather reporting stations - EMAe.
- Removing obsolete wiring.
- Dismantling sensors and obsolete cabinets.
- Demolishing obsolete foundations.
- Re-leveling the ground.

Therefore the works shall be carried out in the daytime as well as night time.
Daytime schedule: 0700 - 2300 LT
Night-time schedule: 2300 - 0700 LT

In the event that Low Visibility Procedures (LVP) are activated, the works shall be halted and the maneuvering area shall be evacuated.

PHASE	AFFECTED OPERATIONS	TIME TABLE	AVAILABLE PPR
1	RWY 06L/24R closed	night-time	NO
2	RWY 06L/24R closed	night-time	10 min
3	RWY 06R/24L closed RWY 02/20 closed	night-time	10 min
4	TWYs M16, N16, T14 and stand S14 closed	night-time	10 min
5	RWY 06L/24R closed TWYs Y5, Y6 and Y7 MAX ACFT code letter C	night-time	10 min
6	RWY 06L/24R closed Rapid exit TWY R6 closed	night-time	10 min
7	RWY 06L/24R closed TWYs E6 and E7 MAX ACFT code letter C Rapid exit TWY R5 closed	night-time	10 min
8	RWY 06L/24R closed TWYs D4 and D5 MAX ACFT code letter C Rapid exit TWYs R2, R3 and R4 MAX ACFT code letter C	night-time	10 min
9	RWY 02/20 closed RWY 06L/24R closed TWYs N4 and N5 MAX ACFT code letter E Rapid exit TWY R2 MAX ACFT code letter E	night-time	10 min
10	RWY 02/20 closed TWYs M4 and M5 MAX ACFT code letter C	night-time	10 min
11	RWY 02/20 closed TWYs D1 and D2 MAX ACFT code letter C	night-time	10 min
12	RWY 02/20 closed TWYs E1 and E2 MAX ACFT code letter C	night-time	10 min
13	RWY 02/20 closed TWYs K5, K6, K7, E1 and E2 MAX ACFT code letter C	night-time	10 min
14	RWY 02/20 closed RWY 06R/24L closed TWYs K6 and K7 MAX ACFT code letter E Rapid exit TWY G7 MAX ACFT code letter C	night-time	10 min
15	RWY 06R/24L closed Rapid exit TWYs G8 and G9 MAX ACFT code letter C	night-time	10 min
16	RWY 06R/24L closed Rapid exit TWYs G8 and G9 MAX ACFT code letter C	day or night-time	10 min
17	RWY 06L/24R closed TWYs Y1, N1 and M1 MAX ACFT code letter C	night-time	10 min
18	RWY 06L/24R closed	night-time	10 min
19	TWYs T2 and S2 MAX ACFT code letter D	day or night-time	10 min
20	RWY 02/20 closed TWY U4 MAX ACFT code letter C	day time	10 min
21	Rapid exit TWY R5 MAX ACFT code letter D TWYs N7 and N8 MAX ACFT code letter E	day or night-time	10 min
22	TWY N14 MAX ACFT code letter E	day or night-time	10 min

CHANGES: General and phases update.

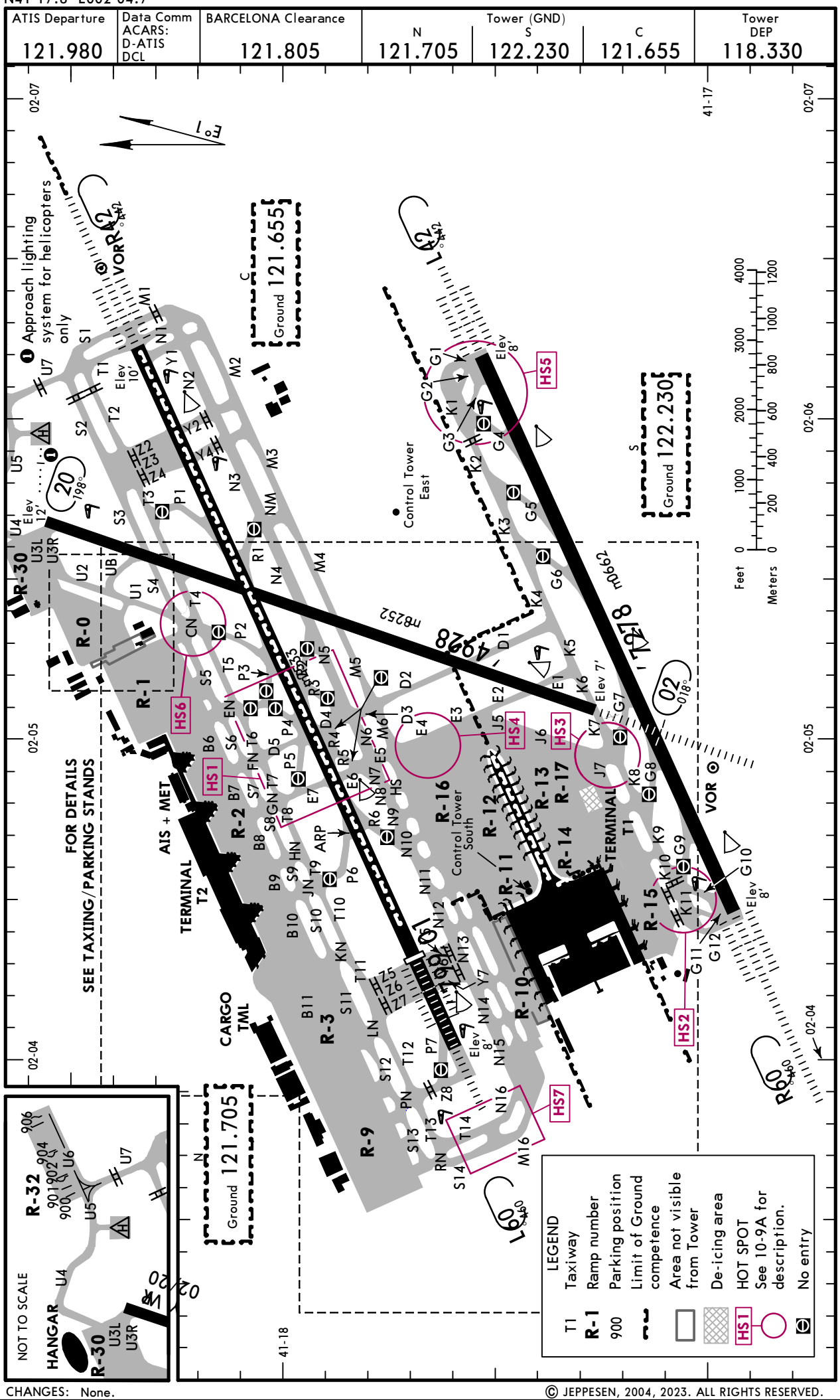
LEBL/BCN

Apt Elev 14′
N41 17.8 E002 04.7

JEPPESEN
11 OCT 24 (10-9)

BARCELONA, SPAIN
JOSEP TARRADELLAS-EL PRAT

ATIS Departure	Data Comm ACARS: D-ATIS DCL	BARCELONA Clearance	Tower (GND) N	Tower (GND) S	Tower (GND) C	Tower DEP
121.980		121.805	121.705	122.230	121.655	118.330



CHANGES: None.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
02	HIRL(50m) CL(15m) HIALS PAPI (3.0°, MEHT 65') RVR		7375' 2248m		148' 45m
20	HIRL(50m) CL(15m)	NA		❶	

❶ TAKE-OFF RUN AVAILABLE
RWY 20:
From rwy head 8294' (2528m)
twy UB int 6969' (2124m)

06L	HIRL (60m) CL (15m) HIALS-II REIL TDZ ❷ ❸ RVR	9587' 2922m	8536' 2602m	❻	197' 60m
24R	HIRL (60m) CL (15m) HIALS-II TDZ ❹ ❺ RVR		9967' 3038m		

❷ PAPI (3.0°, MEHT 65')
❸ HSTIL: R4, P4, R2, P2, R1 & P1
❹ PAPI-L (3.0°, MEHT 72')
❺ HSTIL: P3, R3, P5, R5, R6 & P6
❻ TAKE-OFF RUN AVAILABLE

RWY 06L:

From rwy head	10,997' (3352m)
twy Y7/Z7 int	10,157' (3096m)
twy Y6/Z6 int	9938' (3029m)
twy Y5/Z5 int	9721' (2963m)

RWY 24R:

From rwy head	10,997' (3352m)
twy Y2/Z2 int	9715' (2961m)
twy Z3 int	9498' (2895m)
twy Y4/Z4 int	9278' (2828m)

06R	HIRL(50m) CL(15m) HIALS-II TDZ ❼ ❽ RVR		7746' 2361m		197' 60m
24L	HIRL(50m) CL(15m) HIALS-II TDZ ❾ ❿ RVR		7746' 2361m		

❼ PAPI-R (3.0°, MEHT 65')
❽ HSTIL: G6, G5 & G4
❾ PAPI-L (3.0°, MEHT 65')
❿ HSTIL: G7, G8 & G9

HOT SPOTS

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

HS1 CAUTION: Conflictive area due to twy concentration.
Special attention to markings and ATC instructions.

HS2 CAUTION: Conflictive area due to taxiing limitations between aircraft.
Special attention to markings and ATC instructions.

HS3 CAUTION:
Possible disorientation area. Special attention to markings and ATC instructions.

HS4 CAUTION:
Possible disorientation area. Special attention to markings and ATC instructions.

HS5 CAUTION: Conflictive area due to restrictions of size between aircraft.
Special attention to markings and ATC instructions.

HS6 CAUTION:
Possible disorientation area. Special attention to markings and ATC instructions.

HS7 CAUTION: Taxiing restrictions. Special attention to markings and ATC instructions.
Taxiing of ACFT with tail vertical stabilizers equal to or greater than:
- 54' (16.46m) from TWY S14 to M16 (or inversely) incompatible with Rwy 06L landings,
- 49' (14.86m) from TWY T14 to N16 (or inversely) incompatible with Rwy 06L landings.

Taxiing of any ACFT from TWY S14 to M16 (or inversely), and from TWY T14 to N16 (or inversely) incompatible with Rwy 24R take-off.

Std/State

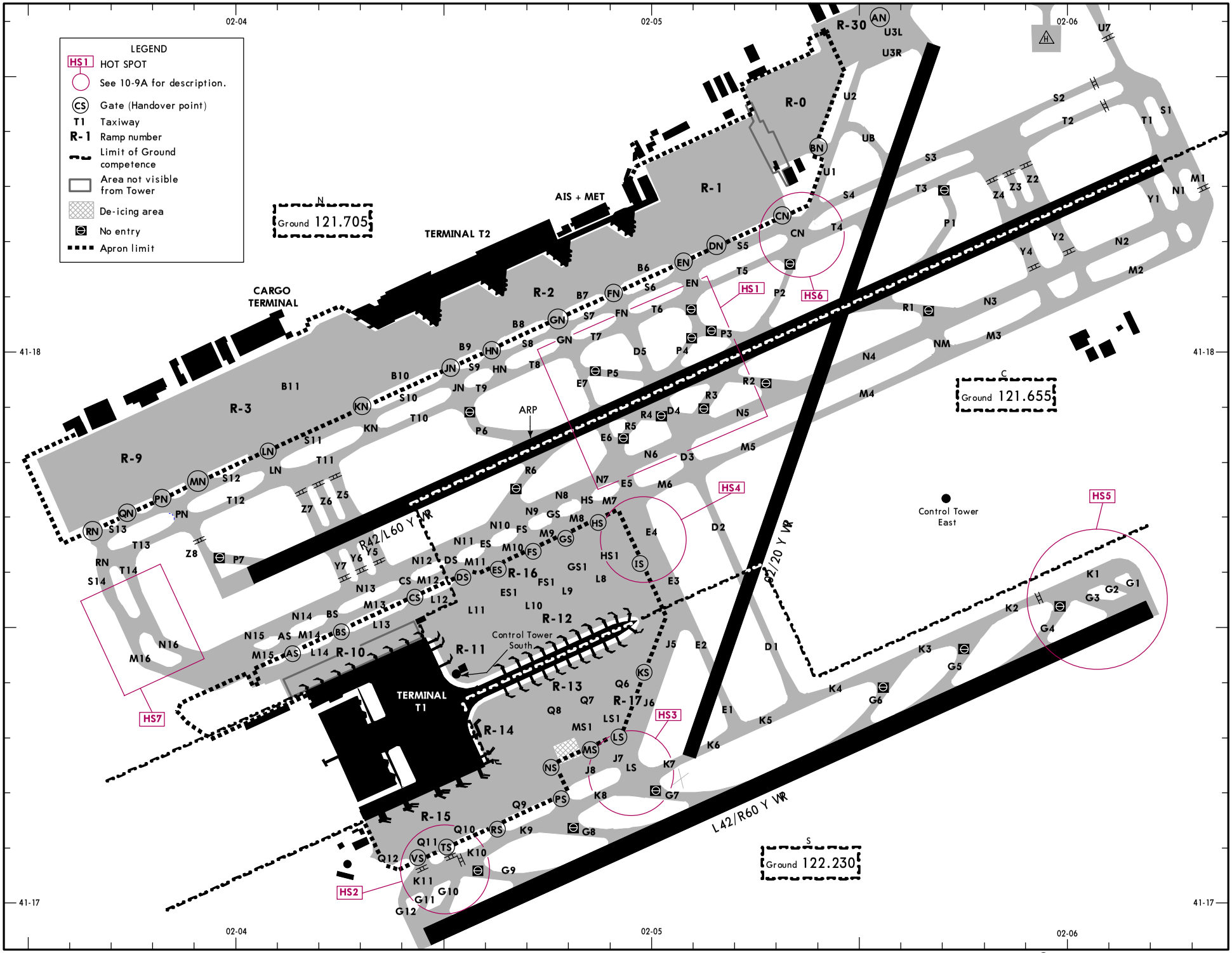
TAKE-OFF

Low Visibility Take-off					RL or RCLM	RL or CL	Adequate Vis Ref	
❶ HIRL & CL (spacing 15m or less) & relevant RVR	RL & CL & relevant RVR	RL & CL	RL & RCLM DAY	RL or CL NIGHT	DAY	NIGHT	DAY	NIGHT
TDZ R125m Mid R125m Rollout R125m	TDZ R150m Mid R150m Rollout R150m	R200m	R300m		R/V400m		R/V500m	NA

❶ RWY 06L, 06R, 24L, 24R: RVR 75m with approved lateral guidance system or HUD/HUDLS.

CHANGES: MEHT added.

BARCELONA, SPAIN
JOSEP TARRADELLAS-EL PRAT



CHANGES: Apron limits added.

JEPPESEN
1 SEP 23
Eff 7 Sep
10-9C

BARCELONA, SPAIN

JOSEP TARRADELLAS-EL PRAT

TAXI ROUTES ARR RWY 02 & DEP RWY 06R

LEGEND
- HS1 HOT SPOT
- See 10-9A for description.
- CS Gate (Handover point)
- T1 Taxiway
- R-1 Ramp number
- Limit of Ground competence
- Area not visible from Tower
- De-icing area
- No entry
- Apron limit

N Ground 121.705

C Ground 121.655

S Ground 122.230

TERMINAL T2

CARGO TERMINAL

TERMINAL T1

AIS + MET

ARP

Control Tower East

Control Tower South

R-0 R-1 R-2 R-3 R-9 R-10 R-11 R-12 R-13 R-14 R-15 R-16 R-17 R-30

HS1 HS2 HS3 HS4 HS5 HS6 HS7

R42/L60 Y VAR

02/20 Y VAR

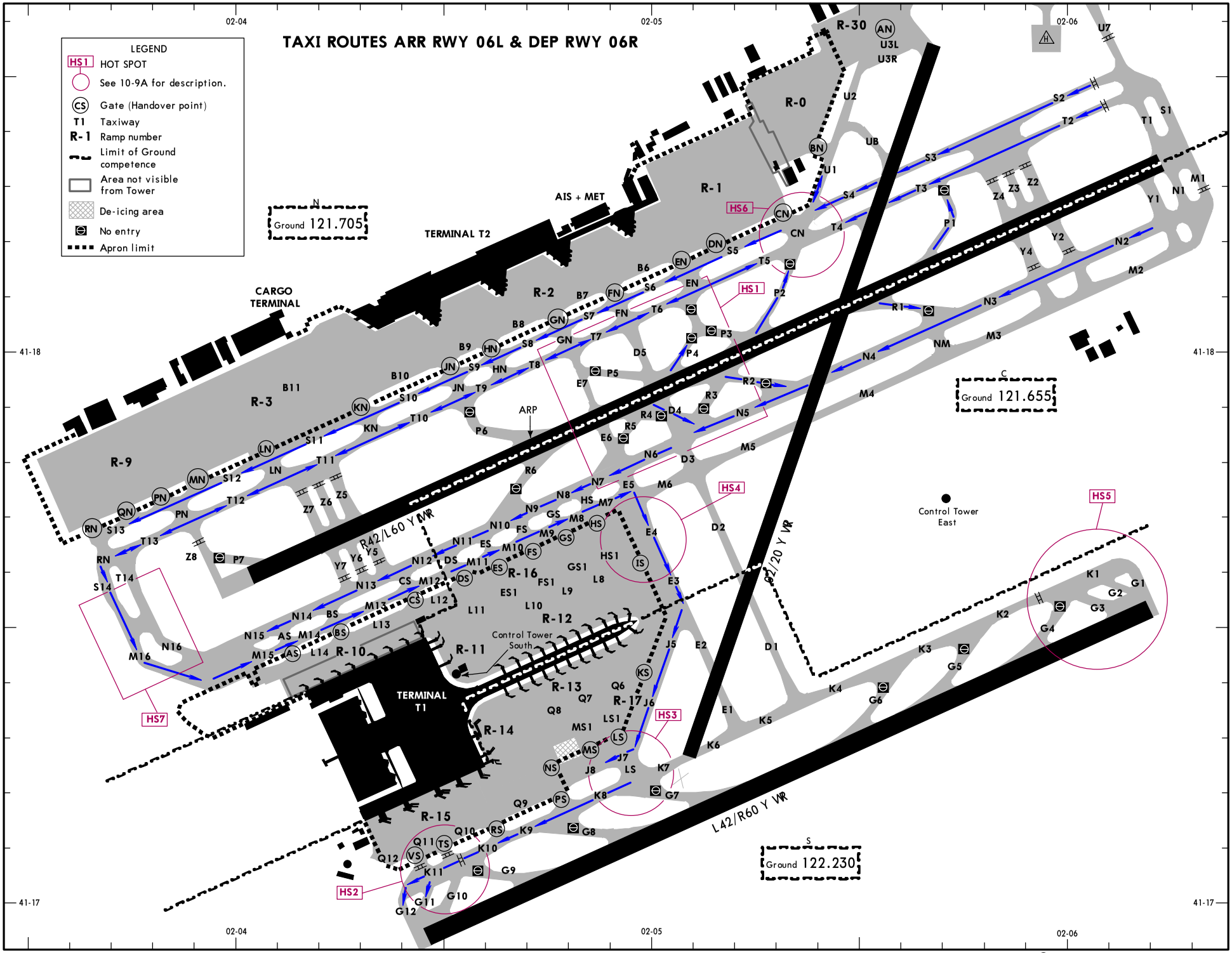
L42/R60 Y VAR

02-04 02-05 02-06

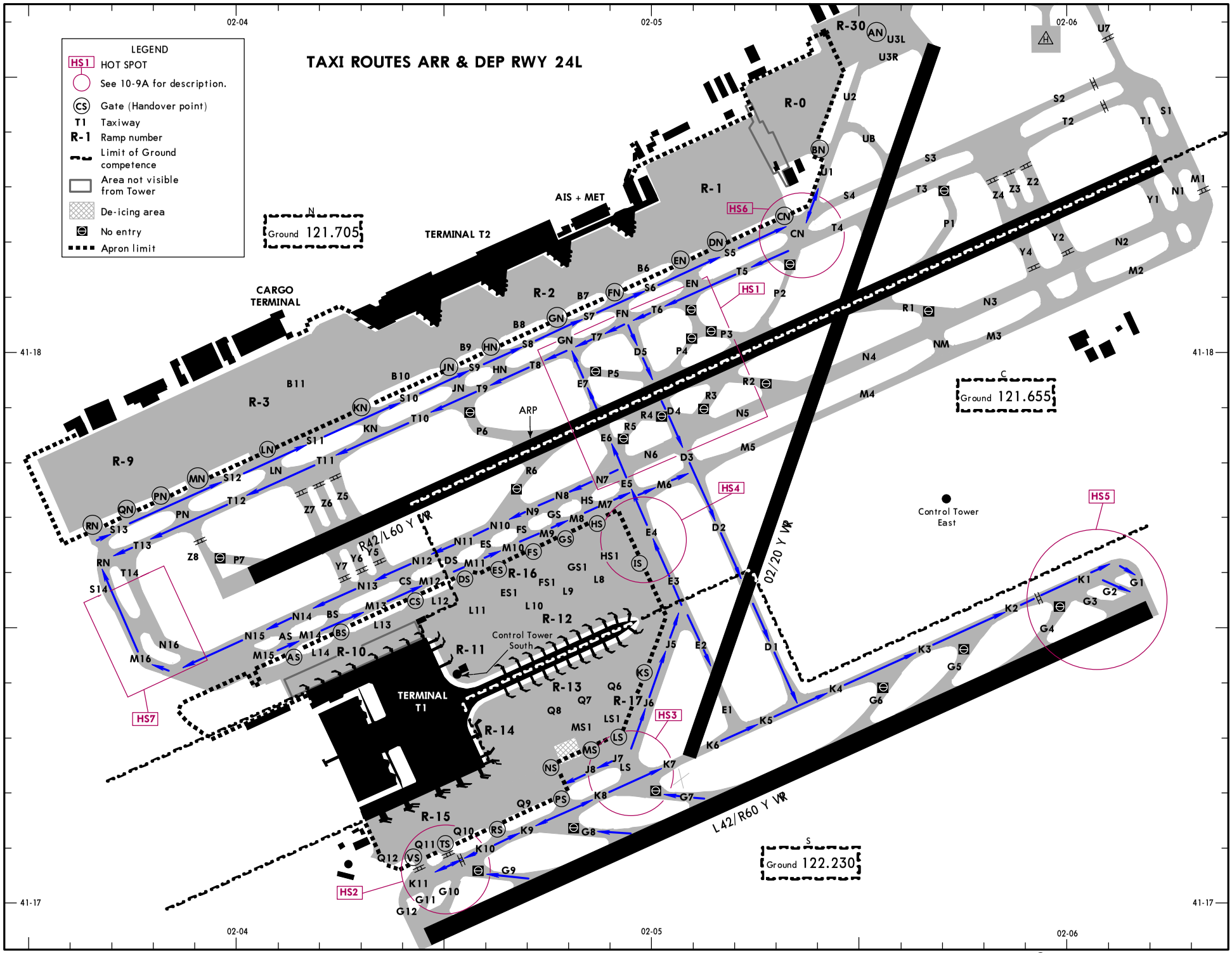
41-18 41-17

CHANGES: Taxi route at G10 withdrawn, apron limits added.

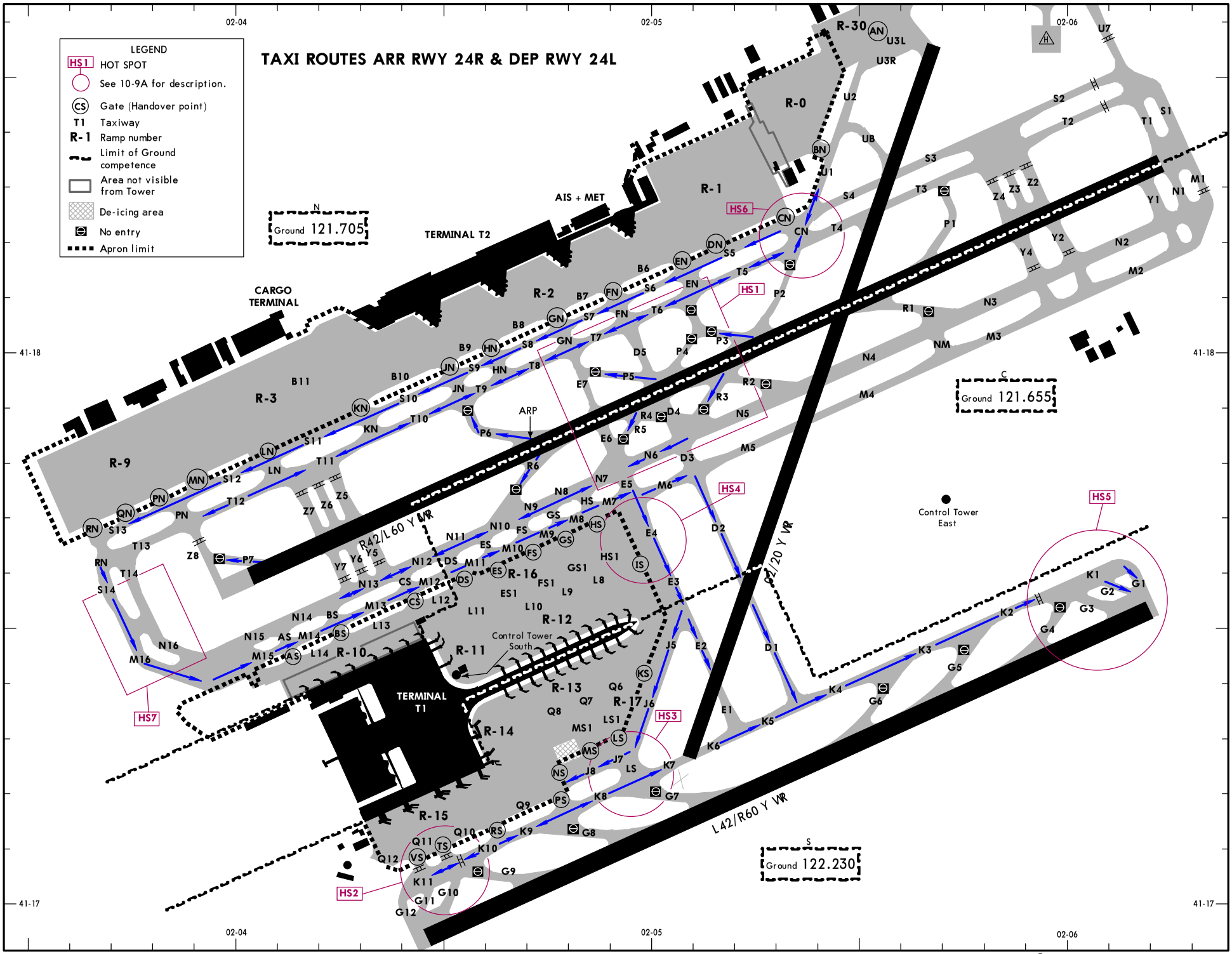
BARCELONA, SPAIN
JOSEP TARRADELLAS-EL PRAT



CHANGES: Taxi route at G10 withdrawn, apron limits added.



CHANGES: Apron limits added.



CHANGES: Taxi route at G3 withdrawn, apron limits added.

JEPPESEN 1 SEP 23 Eff 7 Sep (10-9G)

BARCELONA, SPAIN

JOSEP TARRADELLAS-EL PRAT

LOW VIS TAXI ROUTES ARR & DEP RWY 06L

LEGEND
- HS1 HOT SPOT
- See 10-9A for description.
- CS Gate (Handover point)
- T1 Taxiway
- R-1 Ramp number
- Limit of Ground competence
- Area not visible from Tower
- De-icing area
- No entry
- Apron limit

N Ground 121.705

C Ground 121.655

S Ground 122.230

TERMINAL T2

AIS + MET

CARGO TERMINAL

TERMINAL T1

Control Tower East

Control Tower South

ARP

L42/L60 Y VOR

L42/R60 Y VOR

02/20 Y VOR

02-04 02-05 02-06

41-18 41-17

CHANGES: Apron limits added.

LOW VIS TAXI ROUTES ARR RWY 06L & DEP RWY 06R

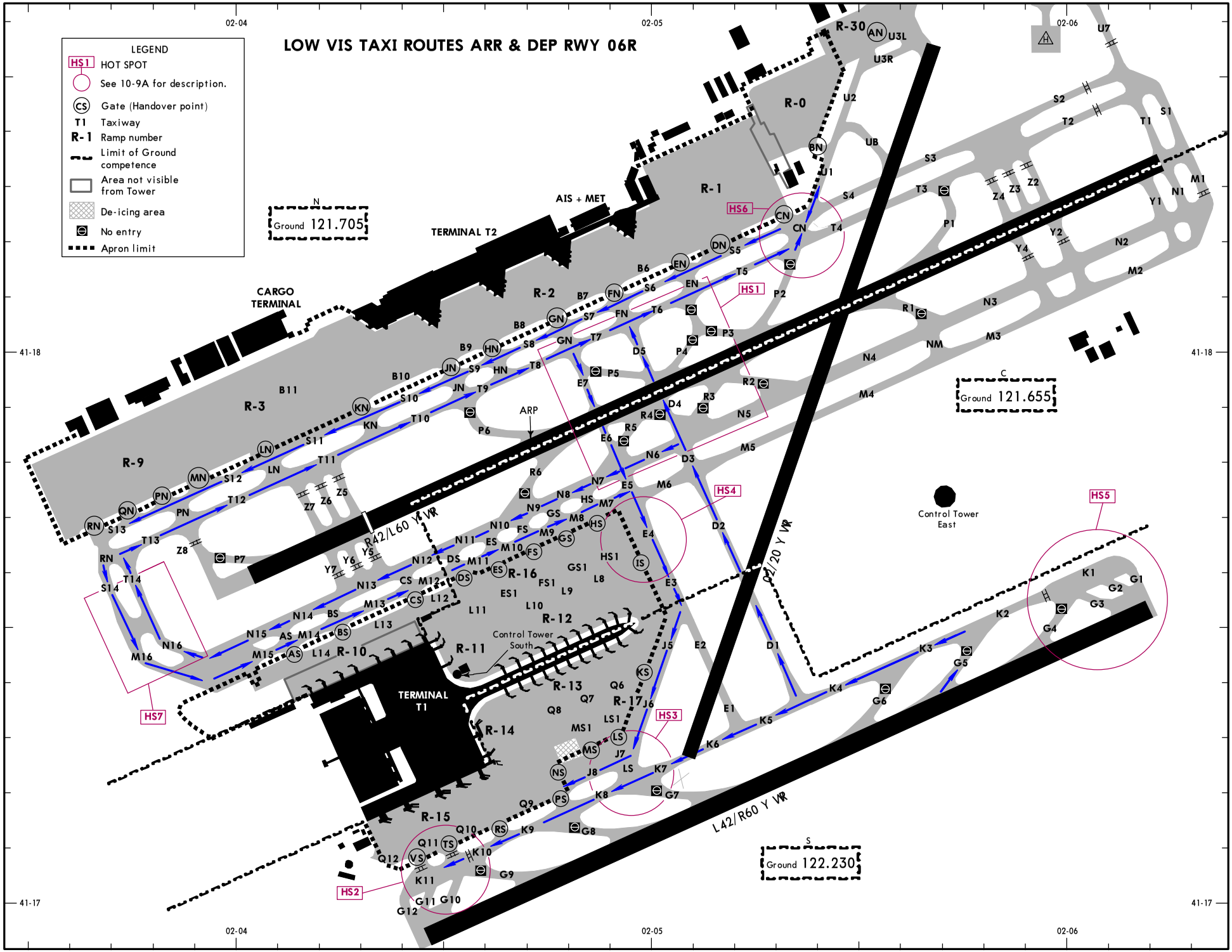
LEGEND
- HS1 HOT SPOT
- See 10-9A for description.
- CS Gate (Handover point)
- T1 Taxiway
- R-1 Ramp number
- Limit of Ground competence
- Area not visible from Tower
- De-icing area
- No entry
- Apron limit

N Ground 121.705
C Ground 121.655
S Ground 122.230

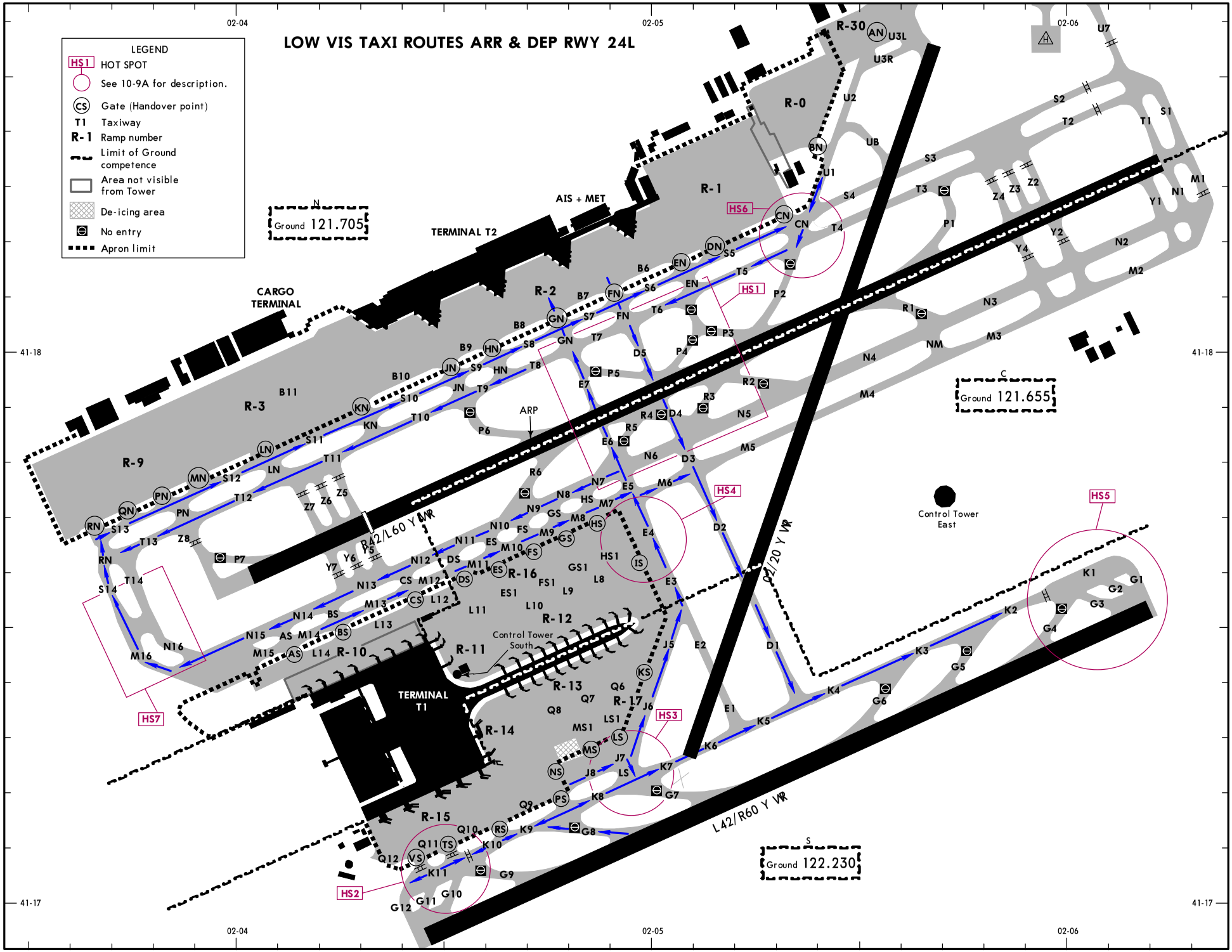
TERMINAL T2
AIS + MET
CARGO TERMINAL
TERMINAL T1
Control Tower East
Control Tower South
ARP
R-0 R-1 R-2 R-3 R-9 R-10 R-11 R-12 R-13 R-14 R-15 R-16 R-17
HS1 HS2 HS3 HS4 HS5 HS6 HS7
02/20 Y VR
L42/R60 Y VR
R42/L60 Y VR
02-04 02-05 02-06
41-17 41-18

CHANGES: Apron limits added.

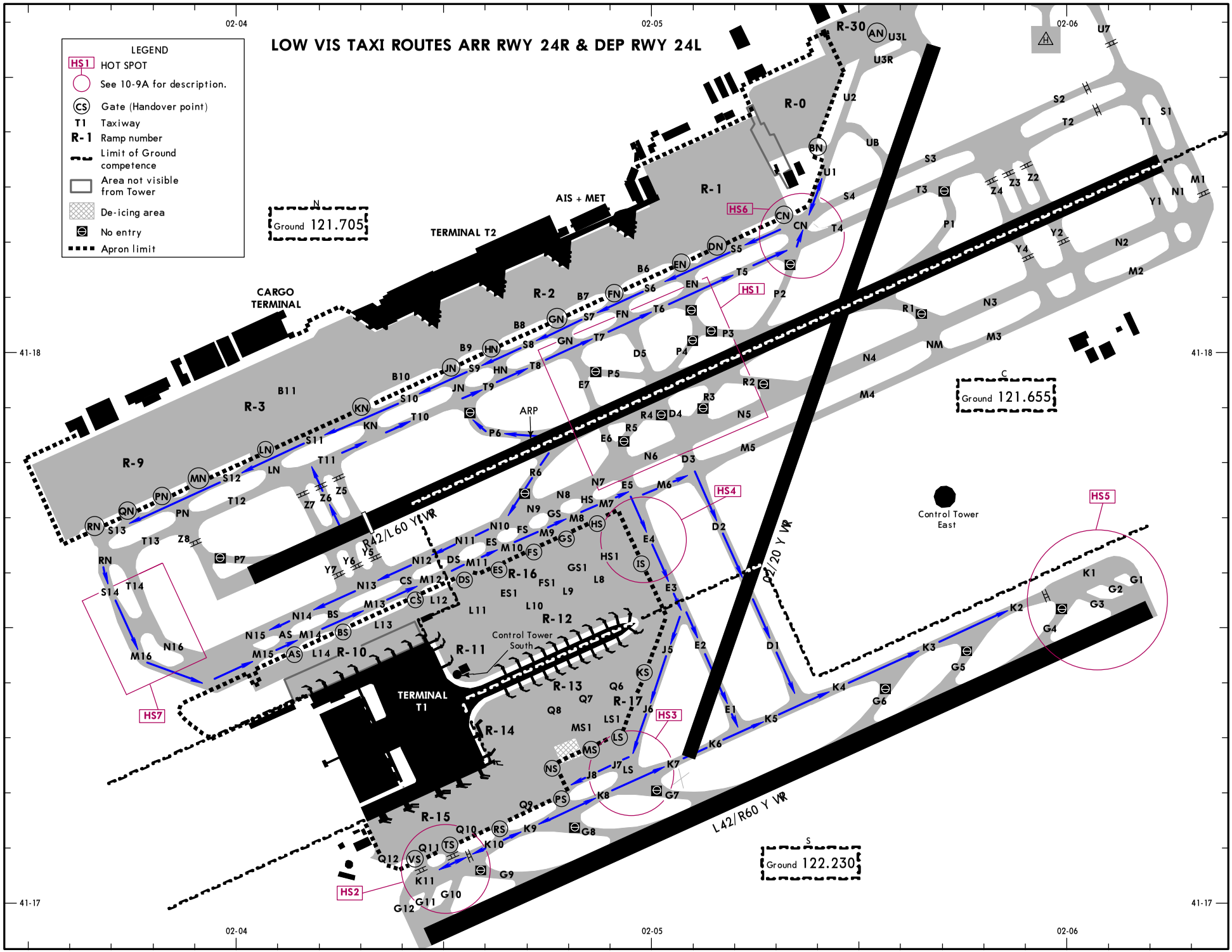
LOW VIS TAXI ROUTES ARR & DEP RWY 06R



CHANGES: Apron limits added.

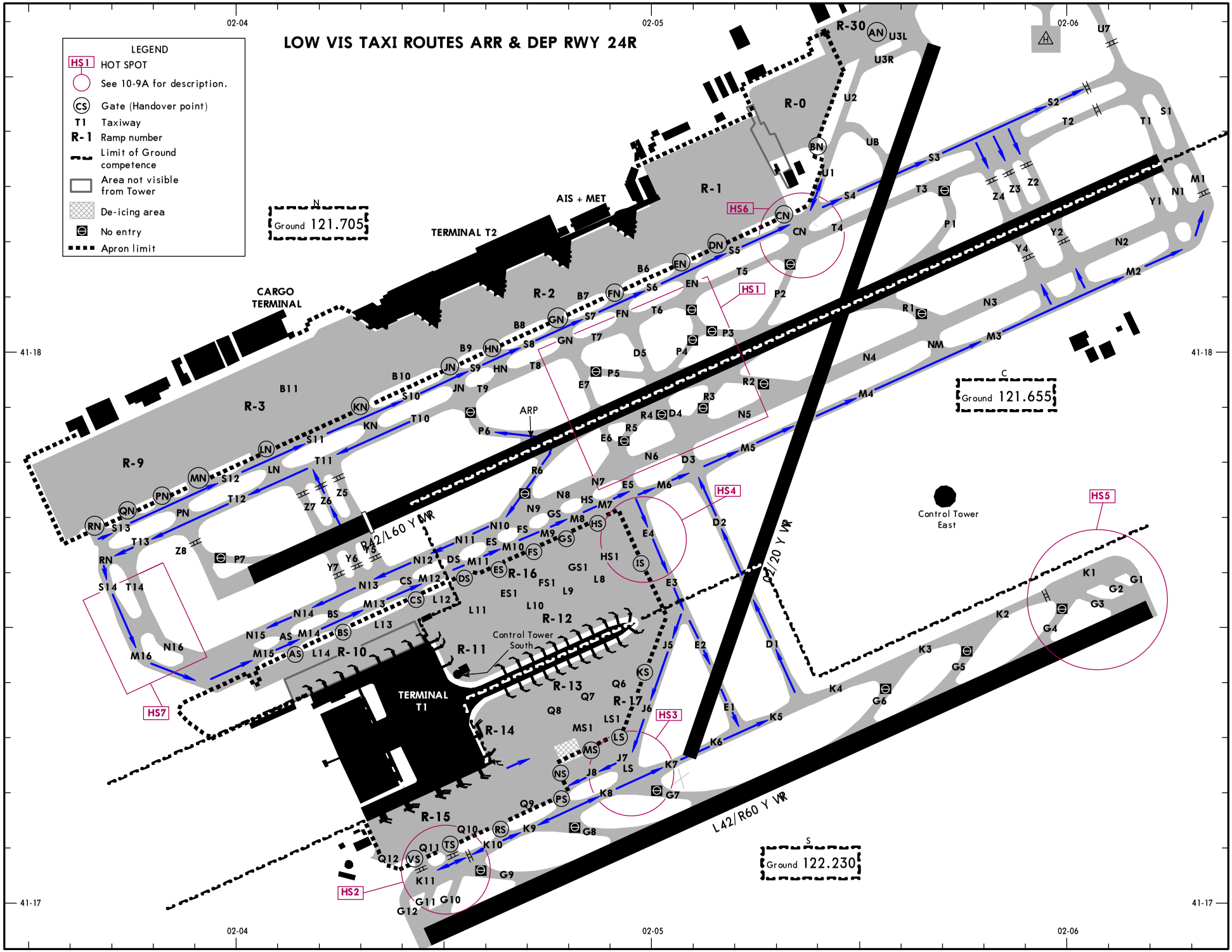


CHANGES: Apron limits added.



CHANGES: Apron limits added.

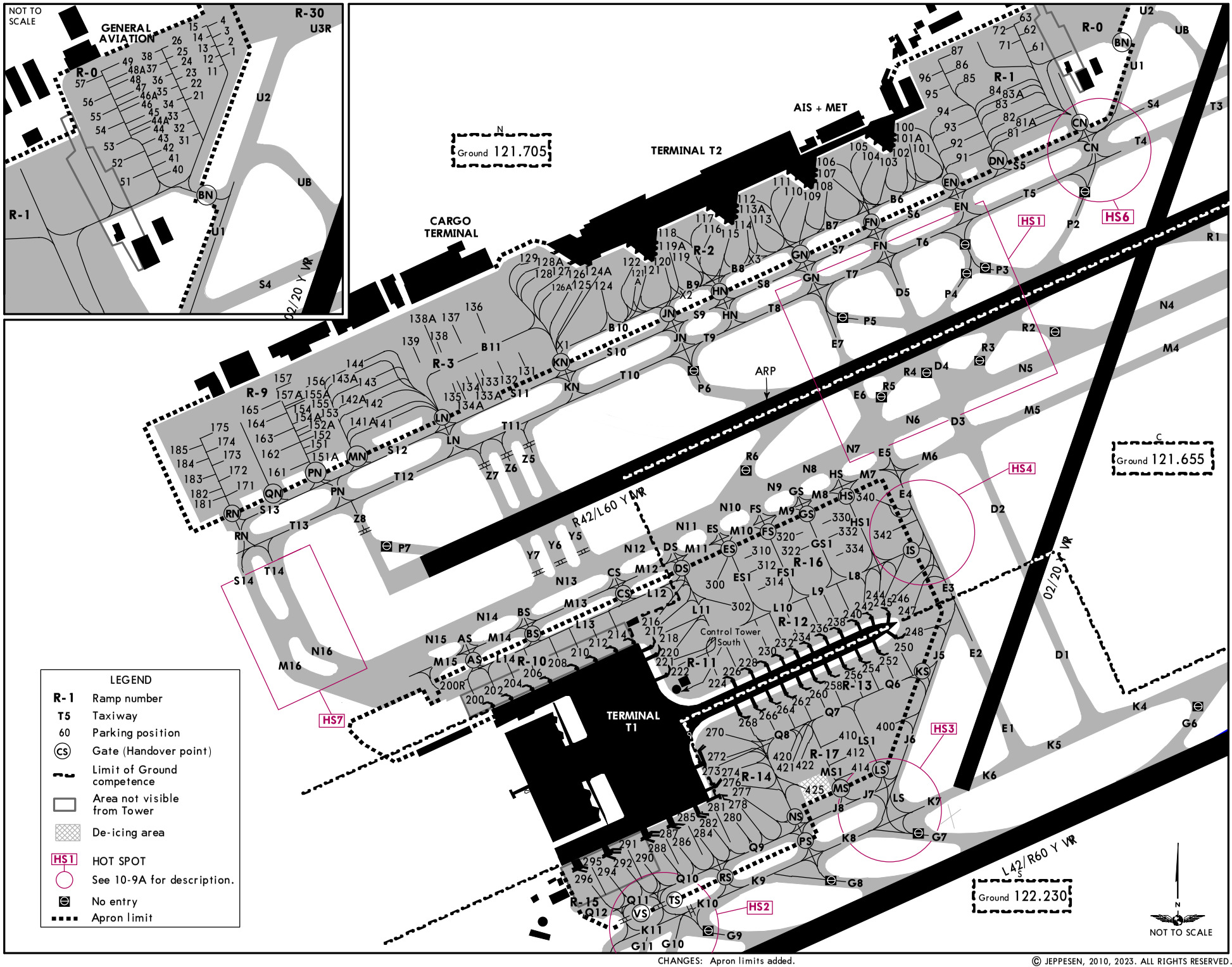
BARCELONA, SPAIN
JOSEP TARRADELLAS-EL PRAT



CHANGES: Apron limits added.

JEPPESEN
1 SEP 23
Eff 7 Sep
10-9N

BARCELONA, SPAIN
JOSEP TARRADELLAS-EL PRAT



CHANGES: Apron limits added.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N41 18.5 E002 05.5	185	N41 17.8 E002 03.5
2 thru 26	N41 18.5 E002 05.4	200	N41 17.4 E002 04.1
31 thru 33	N41 18.4 E002 05.4	200R	N41 17.5 E002 04.1
34, 35	N41 18.5 E002 05.4	202, 204	N41 17.4 E002 04.2
36 thru 38	N41 18.5 E002 05.3	206, 208	N41 17.4 E002 04.3
40 thru 43	N41 18.4 E002 05.4	210 thru 214	N41 17.5 E002 04.4
44, 44A	N41 18.4 E002 05.3	216 thru 221	N41 17.5 E002 04.5
45 thru 49	N41 18.5 E002 05.3	222	N41 17.4 E002 04.5
51 thru 55	N41 18.4 E002 05.3	224	N41 17.4 E002 04.6
56	N41 18.5 E002 05.3	226	N41 17.4 E002 04.7
57	N41 18.5 E002 05.2	228 thru 232	N41 17.5 E002 04.7
61 thru 71	N41 18.4 E002 05.2	234 thru 238	N41 17.5 E002 04.8
72	N41 18.4 E002 05.1	240 thru 246	N41 17.5 E002 04.9
81	N41 18.2 E002 05.2	247, 248, 250	N41 17.5 E002 05.0
81A thru 84	N41 18.3 E002 05.2	252	N41 17.5 E002 04.9
85, 86	N41 18.3 E002 05.1	254, 256	N41 17.4 E002 04.9
87	N41 18.4 E002 05.1	258 thru 262	N41 17.4 E002 04.8
91 thru 93	N41 18.2 E002 05.1	264 thru 268	N41 17.4 E002 04.7
94 thru 96	N41 18.3 E002 05.0	270 thru 277	N41 17.3 E002 04.6
100 thru 102	N41 18.2 E002 05.0	278 thru 285	N41 17.2 E002 04.6
103 thru 105	N41 18.2 E002 04.9	286 thru 290	N41 17.2 E002 04.5
106 thru 108	N41 18.2 E002 04.8	291 thru 295	N41 17.2 E002 04.4
109, 110	N41 18.1 E002 04.8	296	N41 17.1 E002 04.4
111	N41 18.2 E002 04.7	300	N41 17.6 E002 04.6
112 thru 114	N41 18.1 E002 04.7	302	N41 17.5 E002 04.7
115 thru 117	N41 18.1 E002 04.6	310 thru 314	N41 17.6 E002 04.7
118 thru 119A	N41 18.1 E002 04.5	320, 322	N41 17.6 E002 04.8
120, 121	N41 18.0 E002 04.5	330	N41 17.7 E002 04.8
121A, 122	N41 18.0 E002 04.4	332	N41 17.7 E002 04.9
124 thru 125	N41 18.0 E002 04.4	334	N41 17.6 E002 04.9
126 thru 129	N41 18.0 E002 04.3	340	N41 17.7 E002 04.9
131, 132	N41 17.9 E002 04.2	342	N41 17.6 E002 04.9
133 thru 135	N41 17.9 E002 04.1	400 thru 414	N41 17.3 E002 04.9
136, 137	N41 18.0 E002 04.1	420 thru 422, 425	N41 17.3 E002 04.8
138	N41 17.9 E002 04.0	900, 901	N41 18.7 E002 06.0
138A	N41 18.0 E002 04.0	902	N41 18.7 E002 06.1
139	N41 17.9 E002 04.0	904	N41 18.7 E002 06.2
141 thru 142	N41 17.8 E002 03.9	906	N41 18.8 E002 06.2
142A thru 144	N41 17.9 E002 03.9	X1	N41 17.9 E002 04.3
151	N41 17.8 E002 03.8	X2	N41 18.0 E002 04.6
151A	N41 17.8 E002 03.9	X3	N41 18.1 E002 04.7
152 thru 155	N41 17.8 E002 03.8		
155A thru 157A	N41 17.9 E002 03.8		
161	N41 17.7 E002 03.8		
162 thru 165	N41 17.8 E002 03.7		
171	N41 17.7 E002 03.7		
172, 173	N41 17.8 E002 03.7		
174, 175	N41 17.8 E002 03.6		
181 thru 183	N41 17.7 E002 03.6		
184	N41 17.8 E002 03.6		

CHANGES: INS coordinates for stand 901 added.

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

PILOT INSTRUCTIONS

1. Check that the indicated aircraft type is the appropriate.
2. Taxi aligned with centerline observing centerline guidance.
3. Check that the distance indicator is completely yellow. It means that the system has captured the aircraft.
4. Observe the azimuth guide 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 66′/20m before the stop position and, as the aircraft is approaching, gradually the yellow lines are switched-off showing the remaining distances to the stop position (each line indicates 2′/0.5m).
7. When the correct stopping position is reached, the screen will display the ″STOP″ message and two red lights will turn on. When the aircraft is parked, the display shows ″OK″.

LEBL/BCN
JOSEP TARRADELLAS-
EL PRAT

5 MAY 23
Eff 18 May

JEPPESEN BARCELONA, SPAIN
11-0 RNAV TRANSITION to Rwy 02

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.655	121.155 125.250 126.505 127.7	119.105	118.105

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the outbound leg.
Transition to the final approach for ATC tactical use.

FOR FINAL APPROACH SEE
11-1, 11-2, 11-3, 12-1, 12-2

RNAV 1 required.

6400
MSA ARP

VILLAFRANCA
D 113.15 VLA

BARCELONA
D 116.7 BCN

EL PRAT
D 114.3 PRA

REUS
D 116.85 RES

ILS DME
018° 108.75 BLT

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL628/BL627 and maintain the track for 2 Min.
Turn LEFT/RIGHT direct to BL624, proceed direct to SANIS.
On course to SANIS, begin the descent at 2000' and complete the instrument approach procedure to Rwy 02.
LOST COMMS

(IAF)
TOTKI
MAX 220 KT
090°
TOTKI 2N
8.2
096°
270°
MAX 220 KT
MHA 4000

BL640
MAX 6000

(IF)
SANIS

BL639
MAX 6000

(IAF)
VIBIM
MAX 220 KT
5.6
269°
VIBIM 2N
MAX 220 KT
MHA 4000
295°
115°

BL636
BL616
BL635
BL632
BL620
BL631
BL628
4000
BL624
BL627
4000

❶ Do not turn to final approach without ATC clearance or communication failure

CONVENTIONAL HOLDING FIXES

TOTKI HOLDING
(IAF)
TOTKI
D25.8/
R-090 RES
090°
270°
MAX 220 KT
MHA 4000

VIBIM HOLDING
(IAF)
VIBIM
D34.0/
R-117 VLA
297°
117°
MAX 220 KT
MHA 4000
D39.0
VLA

CHANGES: MSA.

LEBL/BCN
JOSEP TARRADELLAS-
EL PRAT

5 MAY 23
Eff 18 May

JEPPESEN BARCELONA, SPAIN
11-0A RNAV TRANSITION to Rwy 06L

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.655	121.155 125.250 126.505 127.7	119.105	118.105

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the outbound leg.
Transition to the final approach for ATC tactical use.

6400
MSA ARP

RNAV 1 required.

FOR FINAL APPROACH SEE
11-4, 11-4A, 11-5, 11-5A, 11-6, 12-3, 12-4

SABADELL
D 112.0 SLL

LE(D)-46

(IAF)
SLL
6000

VILLAFRANCA
D 113.15 VLA

(IAF)
VLA
6000

BARCELONA
D 116.7 BCN

EL PRAT
D 114.3 PRA

ILS DME
064° 110.3 QAA

BL545
MAX 220 KT
MAX FL080
MIN 5000

7.7
VLA 2E

7.02
E2 LLS

SLL 2E
VLA 2E
5.0

BL541
BL537
BL533
BL529
4000
BL517
BL521
BL525
BL542
BL538
BL534
BL530
4000
RUBOT 2E
VIBIM 2E
5.0

BL546
MAX 220 KT
MAX FL080

8.9
E2 TOBUR

(IAF)
RUBOT

(IAF)
VIBIM

ASTEK

❶ Do not turn to final approach without ATC clearance or communication failure

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL529/BL530 and maintain the track for 2 Min.
Turn LEFT/RIGHT direct to BL525, proceed direct to ASTEK.
On course to ASTEK, begin the descent at 3000' and complete the instrument approach procedure to Rwy 06L.

CONVENTIONAL HOLDING FIXES

VLA VOR HOLDING
MHA 6000
(IAF) VLA VOR

SLL VOR HOLDING
MHA 6000
(IAF) SLL VOR

RUBOT HOLDING
(IAF) RUBOT D37.5/ R-208 SLL
D43.0 SLL
MHA 4000

VIBIM HOLDING
(IAF) VIBIM D34.0/ R-117 VLA
D39.0 VLA
MHA 4000

CHANGES: MSA.

LEBL/BCN
JOSEP TARRADELLAS-
EL PRAT

JEPPESEN
5 MAY 23
Eff 18 May
11-0B

BARCELONA, SPAIN
RNAV TRANSITION to Rwy 06R

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.655	121.155 125.250 126.505 127.7	119.105	118.105

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the NORTH outbound leg.
MAX 185 KT in final turn from the SOUTH outbound leg.
Transition to the final approach for ATC tactical use.

6400
MSA ARP

RNAV 1 required.

FOR FINAL APPROACH SEE
11-7, 11-7A, 11-8, 11-8A, 11-9,
12-5, 12-6

SABADELL
112.0 SLL

LE(D)-46

(IAF)
SLL
6000

BL545
MAX 220 KT
MAX FL080
MIM 5000

VLA 2R

(IAF)
VLA
6000

VILLAFRANCA
113.15 VLA

SLL 2R
VLA 2R

BARCELONA
116.7 BCN

EL PRAT
114.3 PRA

BL541
BL537
BL533
BL529
4000

PERUK

ILS DME
064° 110.75 BLE

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL529/BL530 and maintain the track for 2 Min.
Turn LEFT/RIGHT direct to PERUK.
On course to PERUK, begin the descent at 2900' and complete the instrument approach procedure to Rwy 06R.
IF NO MMDC

BL542
BL538
BL534
BL530
4000

RUBOT 2R
VIBIM 2R

BL546
MAX 220 KT
MAX FL080

Do not turn to final approach without ATC clearance or communication failure

(IAF)
VIBIM

(IAF)
RUBOT

TOBUR

02-00 02-10 02-20 02-30
01-30 01-40 01-50
41-30 41-20 41-10 41-00
02 01 0 5

CONVENTIONAL HOLDING FIXES

VLA VOR HOLDING
MHA 6000
286°
106°
(IAF) VLA VOR

SLL VOR HOLDING
MHA 6000
174°
354°
(IAF) SLL VOR

RUBOT HOLDING
(IAF) RUBOT
D37.5/ R-208 SLL
D43.0 SLL
MHA 4000

VIBIM HOLDING
(IAF) VIBIM
D34.0/ R-117 VLA
297°
117°
D39.0 VLA
MHA 4000

CHANGES: MSA.

LEBL/BCN
JOSEP TARRADELLAS-
EL PRAT

5 MAY 23
Eff 18 May

JEPPESEN 11-0C

BARCELONA, SPAIN
RNAV TRANSITION to Rwy 24L

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.655	121.155 125.250 126.505 127.7	119.105	118.105

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the NORTH outbound leg.
MAX 185 KT in final turn from the SOUTH outbound leg.
Transition to the final approach for ATC tactical use.

6400
MSA ARP

BL449
L2 ELC
0.31
CALELLA
D 115.35 CLE
(IAF)
CLE
FL080

BL443
MAX 220 KT
MAX FL080
MIN 5000
4.5°
L2 LLS
SABADELL
D 112.0 SLL
(IAF)
SLL
6000
LE(D)-46

BL427 ❶
4000
BL431
BL435
BL439
154°
CLE 21L
SLL 21L
5.0

RNAV 1 required.

❶ Do not turn to final approach without ATC clearance or communication failure

ILS DME
244° 111.5 BLW
442
(IF)
SOTIL
BARCELONA
D 116.7 BCN
EL PRAT
D 114.3 PRA

BL428 ❶
4000
BL432
BL436
BL440
LESBA 2L
RULOS 2L
5.0
334°

BL444
MAX 220 KT
MAX FL080
7.7
(IAF)
RULOS
L2 SOLUR

BL450
L2ABS
(IAF)
LESBA
095°
4000
275°

FOR FINAL APPROACH SEE
11-10, 11-10AA, 11-11, 11-11AA, 11-12, 12-7, 12-8

LOST COMMS
Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL427/BL428 and maintain the track for 2 Min.
Turn RIGHT/LEFT direct to SOTIL.
On course to SOTIL, begin the descent at 2300′ and complete the instrument approach procedure to Rwy 24L.
LOST COMMS

CONVENTIONAL HOLDING FIXES

LESBA HOLDING

with BCN VORDME
(IAF) LESBA
D25.3/ R-096 BCN
096°
276°
D31.0 BCN
MHA 4000

with PRA VORDME
(IAF) LESBA
D26.3/ R-092 PRA
092°
272°
D32.0 PRA
MHA 4000

SLL VOR HOLDING
MHA 6000
279°
099°
(IAF) SLL VOR

CLE VOR HOLDING
MHA FL080
(IAF) CLE VOR
098°
090°

RULOS HOLDING
(IAF) RULOS
D32.0/ R-209 CLE
MHA 4000
920°
902°
D37.0 CLE

CHANGES: MSA.

BARCELONA, SPAIN
RNAV TRANSITION to Rwy 24R

D-ATIS Arrival	BARCELONA Approach (Arrival)	BARCELONA Approach (R)	BARCELONA Tower
118.655	121.155 125.250 126.505 127.7	119.105	118.105

FOR BRIEFING STRIP INFORMATION AND NOTES
SEE FINAL APPROACH CHARTS

Speed restrictions mandatory except ATC clearance.
MAX 200 KT in final turn from the outbound leg.
Transition to the final approach for ATC tactical use.

6400
MSA ARP

BL449
W2 ELC
0.31
152°
CALELLA
D 115.35 CLE
(IAF)
CLE
FL080
186°
090°
1100′
460′
1013′
2537′
2146′

BL443
MAX 220 KT
MAX FL080
MIM 5000
4.5°
132°
W2 LLS
.7
80
279°
754′
6000
099°
1014′
708′
LE(D)-46
(IAF)
SLL
6000
1074′
655′
551′
1136′
2098′
4055′
541′
712′
1077′
1205′
778′
666′
2339′
614′
540′
713′
1016′
712′
916′
2100′
2005′
2159′
1525′
1146′
1034′
660′
607′

SABADELL
D 112.0 SLL

154°
CLE 2W
SLL 2W
5.0

BL439
BL435
BL431
BL427❶
4000
0.4
50

RNAV 1 required.

❶ Do not turn to final approach without ATC clearance or communication failure

BL419
BL423
BL415

BL428❶
4000
BL432
BL436
BL44Ø

442°
(IF)
TEBLA

BARCELONA
D 116.7 BCN

ILS DME
244° 109.5 BCA

EL PRAT
D 114.3 PRA

LESBA 2W
RULOS 2W
5.0
334°

BL444
MAX 220 KT
MAX FL080
.5
80

BL45Ø
.5
62
W2ABS

095°
4000
(IAF)
LESBA
275°

7.7
(IAF)
RULOS
W2 SOLUR
820°
000°
802°

FOR FINAL APPROACH SEE
11-13, 11-13AA, 11-14, 11-14AA, 11-15, 12-9, 12-10

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

Continue with the transition descending to the last read-back level.
Overfly the last fix of outbound leg BL427/BL428 and maintain the track for 2 Min.
Turn RIGHT/LEFT direct to BL423, proceed direct to TEBLA.
On course to TEBLA, begin the descent at 2300′ and complete the instrument approach procedure to Rwy 24R.

CL.MVOC

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

LOST COMMS

CONVENTIONAL HOLDING FIXES

LESBA HOLDING

with BCN VORDME
(IAF) LESBA
D25.3/ R-096 BCN
096° 276°
D31.0 BCN
MHA 4000

with PRA VORDME
(IAF) LESBA
D26.3/ R-092 PRA
092° 272°
D32.0 PRA
MHA 4000

SLL VOR HOLDING

MHA 6000
279° 099°
(IAF) SLL VOR

CLE VOR HOLDING

(IAF) CLE VOR
MHA FL080
181° 006°

RULOS HOLDING

(IAF) RULOS
D32.0/ R-209 CLE
MHA 4000
920° 902°
D37.0 CLE

CHANGES: MSA.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-1) Eff 2 Nov

BARCELONA, SPAIN
ILS Z Rwy 02

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	121.705

BRIEFING STRIP™

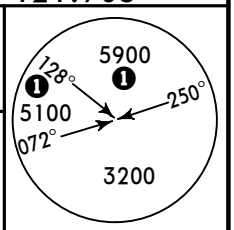
LOC BLT	Final Apch Crs	D6.0 BLT	ILS DA(H) Refer to Minimums	Apt Elev 14′
108.75	018°	2000′ (1993′)		Rwy 7′

MISSED APCH: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-053 PRA climbing to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-053 PRA climbing to 4000′. Climbing turn LEFT to SLL VOR to 5000′ and hold.

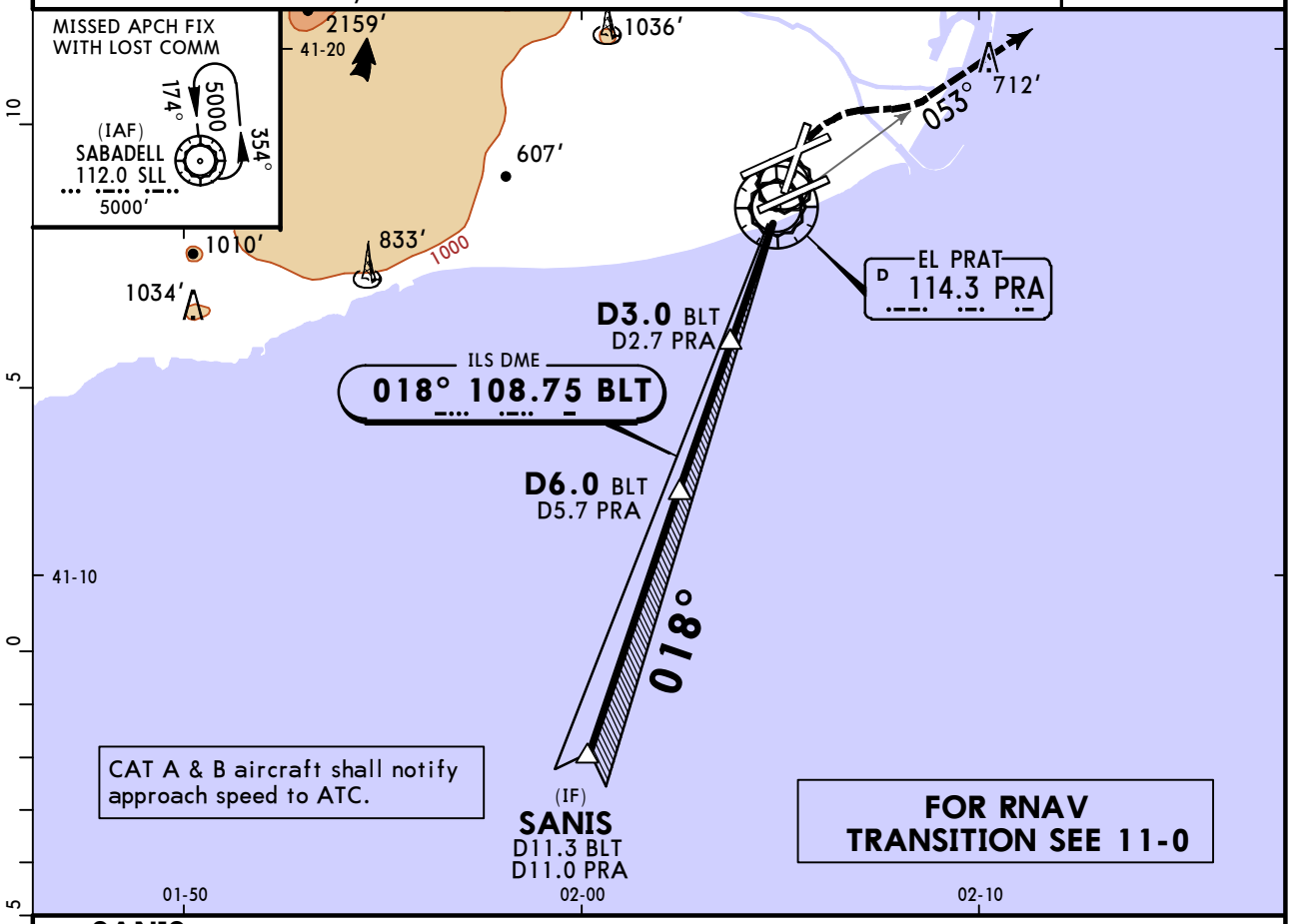
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

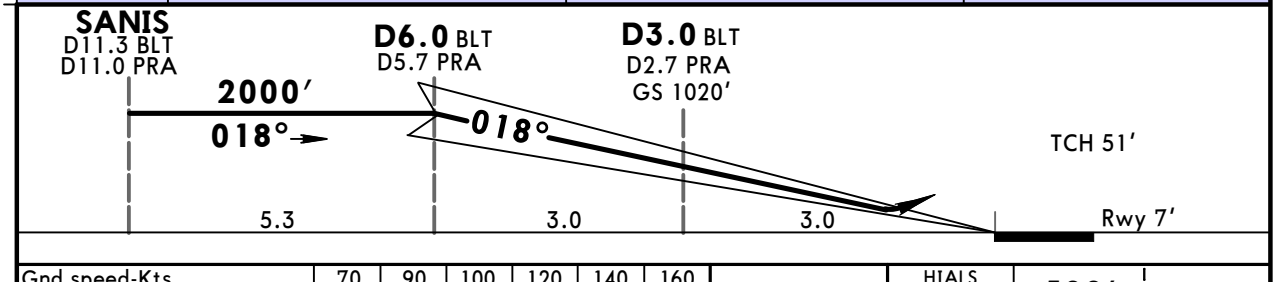
1. VOR and DME required. 2. ILS DME reads zero at rwy 02 threshold.
3. No obstacle free zone rwy 02.



MSA PRA VOR

❶ 4300 within 15 NM





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

HIALS
PAPI PAPI
500′ on Rwy hdg

Std/State

STRAIGHT-IN LANDING
ILS
DA(H) A: 299′ (292′) C: 320′ (313′)
B: 311′ (304′) D: 330′ (323′)

CIRCLE-TO-LAND
Not authorized
Northwest of airport

		ALS out	Max Kts	MDA(H)	
A	❶ R650m	R1400m	100	580′ (566′)	V1500m
B	❶ R700m		135	700′ (686′)	V1600m
C			180	1080′ (1066′)	V2400m
D	R800m	R1500m	205	1300′ (1286′)	V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

PANS OPS

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-2) Eff 2 Nov

BARCELONA, SPAIN
ILS Y Rwy 02

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	121.705

BRIEFING STRIP™

LOC BLT	Final Apch Crs	D6.0 BLT	ILS DA(H) Refer to Minimums	Apt Elev 14′
108.75	018°	2000′ (1993′)		Rwy 7′

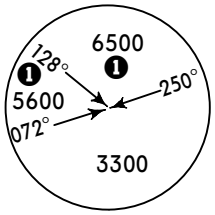
MISSED APCH: Climb on rwy heading to 500′, turn RIGHT not before D0.3 BLT/D1.9 BCN (MAX 185 KT) onto R-056 BCN climbing to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on rwy heading to 500′, turn RIGHT not before D0.3 BLT/D1.9 BCN (MAX 185 KT) onto R-056 BCN climbing to 4000′. Climbing turn LEFT to SLL VOR to 5000′ and hold.

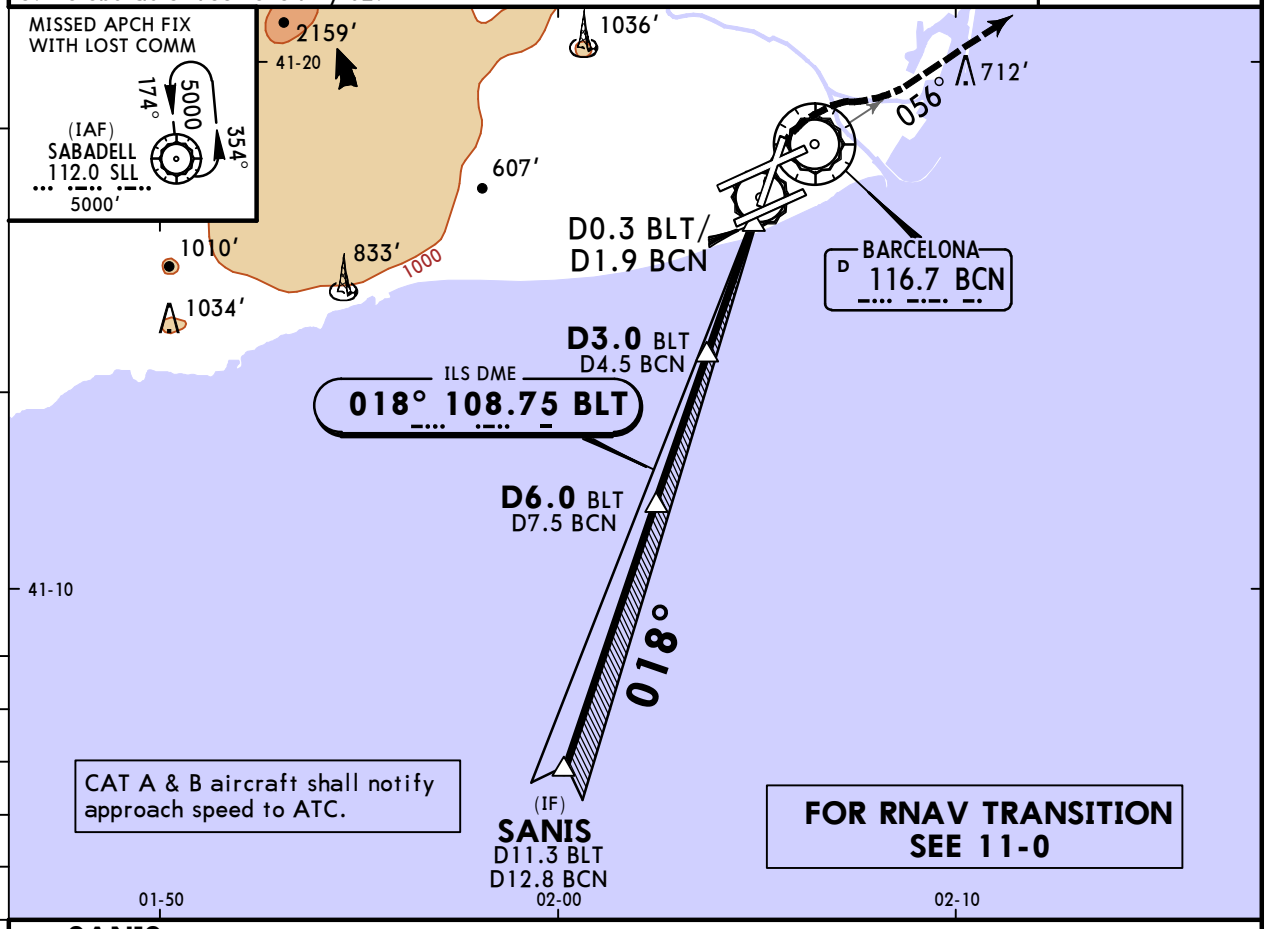
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′

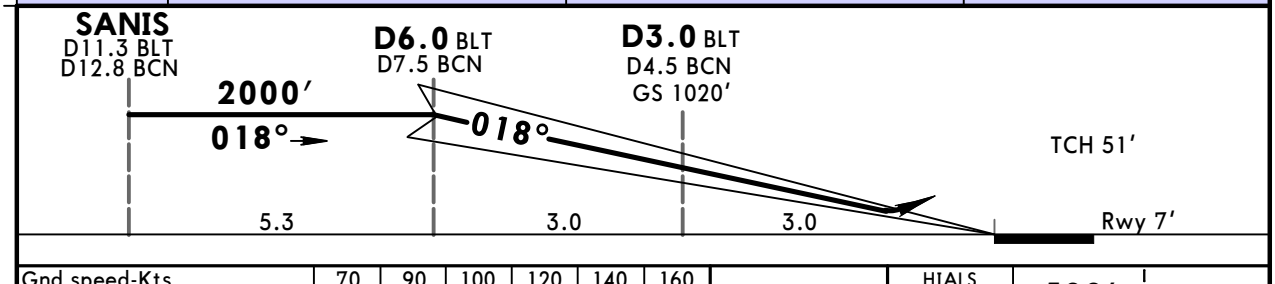
1. VOR and DME required. 2. ILS DME reads zero at rwy 02 threshold.
3. No obstacle free zone rwy 02.

MSA BCN VOR



❶ 4700 within 15 NM





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

HIALS PAPI PAPI 500′ on Rwy hdg

Std/State

STRAIGHT-IN LANDING
ILS
DA(H) A: 299′ (292′) C: 320′ (313′)
B: 311′ (304′) D: 330′ (323′)

CIRCLE-TO-LAND
Not authorized
Northwest of airport

		ALS out	Max Kts	MDA(H)	
A	❶ R650m	R1400m	100	580′ (566′)	V1500m
B	❶ R700m		135	700′ (686′)	V1600m
C			180	1080′ (1066′)	V2400m
D	R800m	R1500m	205	1300′ (1286′)	V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-3) Eff 2 Nov

BARCELONA, SPAIN
LOC Rwy 02

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	121.705

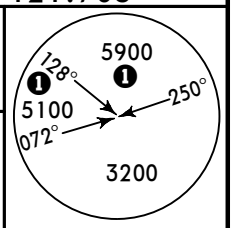
BRIEFING STRIP™

LOC BLT	Final Apch Crs	D6.0 BLT	DA/MDA(H)	Apt Elev 14′
108.75	018°	2000′ (1993′)	450′ (443′)	Rwy 7′

MISSED APCH: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-053 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to 500′, turn RIGHT not before PRA VOR (MAX 185 KT) onto R-053 PRA climbing to 4000′. Climbing turn LEFT to SLL VOR to 5000′ and hold.

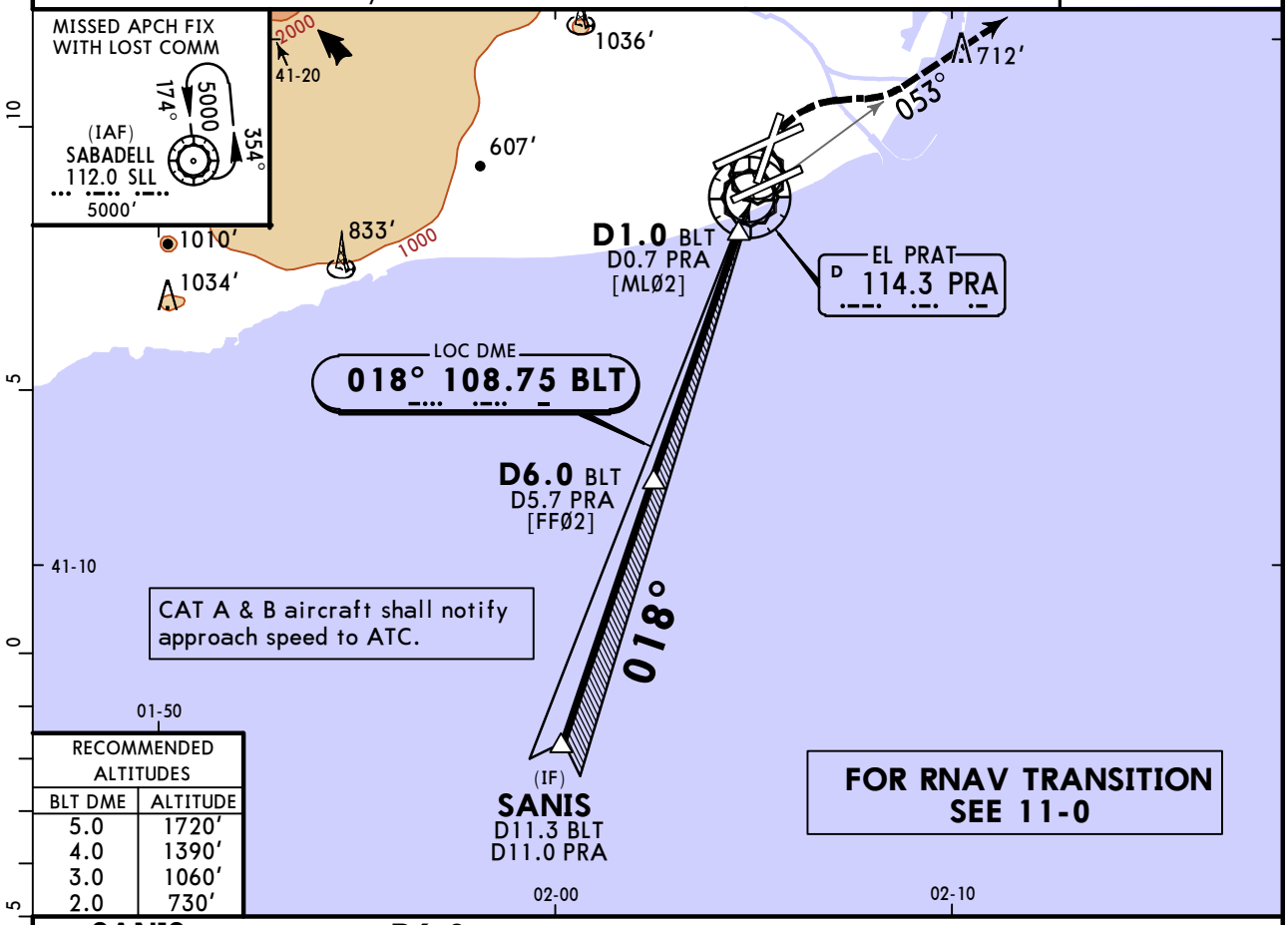
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

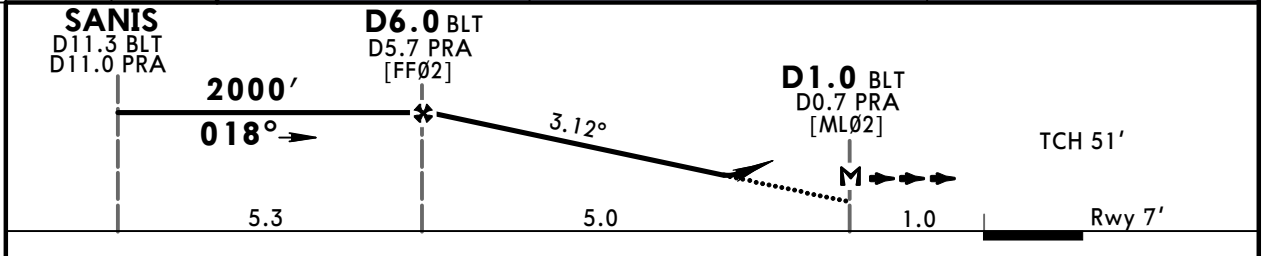
1. VOR and DME required.
2. LOC DME reads zero at rwy 02 threshold.



MSA PRA VOR

1 4300 within 15 NM





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.12°	386	497	552	662	773	883
MAP at D1.0 BLT/D0.7 PRA							

HIALS
PAPI PAPI
500′ on Rwy hdg

PANS OPS

Std/State STRAIGHT-IN LANDING
CDFA

1 DA/MDA(H) 450′ (443′)

		ALS out
A	R1400m	R1500m
B		
C		R2100m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1080′ (1066′) V2400m
205	1300′ (1286′) V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-4) Eff 2 Nov

BARCELONA, SPAIN
ILS Z Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

BRIEFING STRIP™

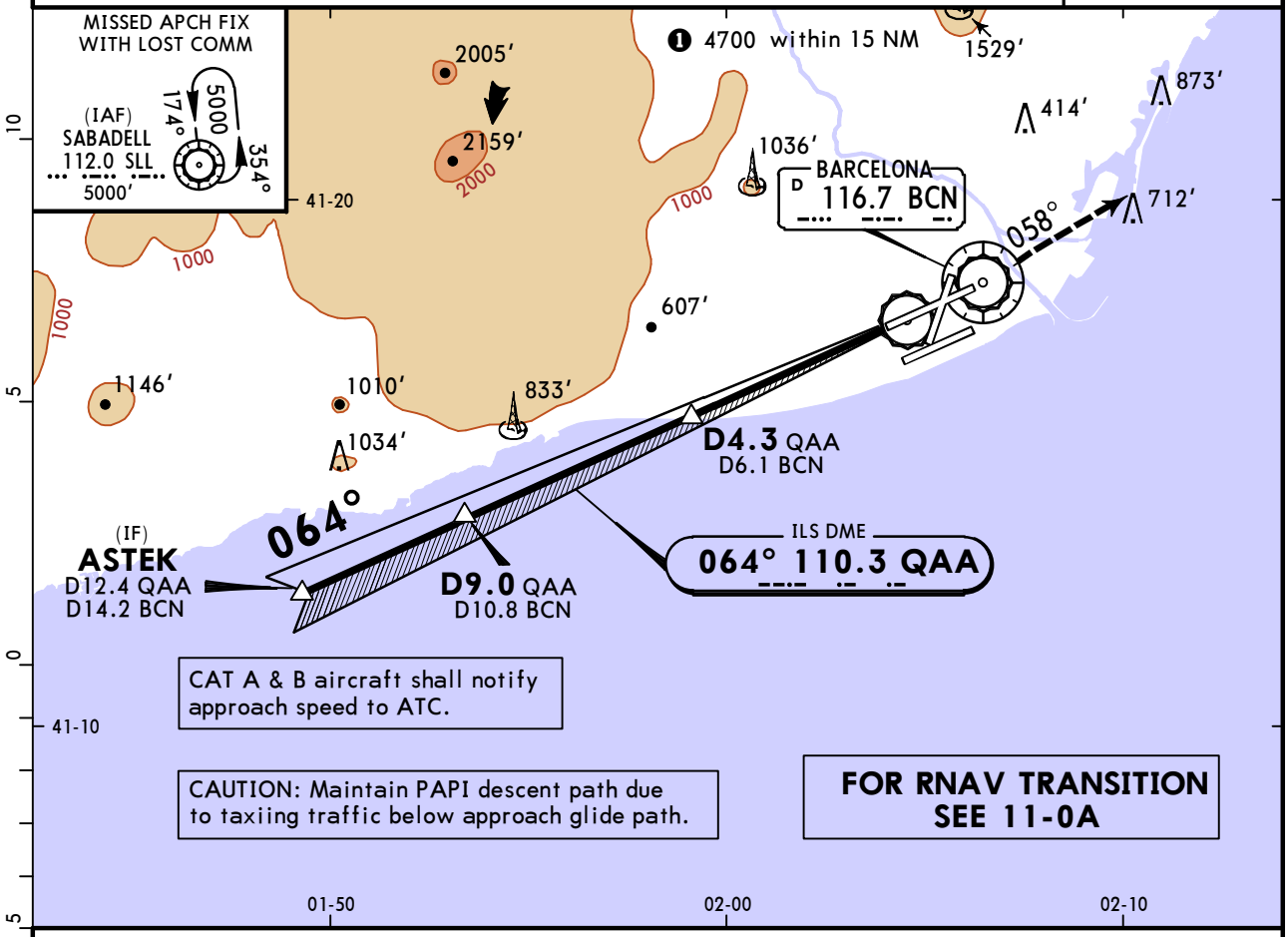
LOC QAA	Final Apch Crs	D9.0 QAA	ILS DA(H)	Apt Elev 14′
110.3	064°	3000′ (2992′)	Refer to Minimums	Rwy 8′

MISSED APCH: Climb direct to BCN VOR and follow R-058 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb direct to BCN VOR and follow R-058 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. VOR and DME required. 2. ILS DME reads zero at rwy 06L displaced threshold.

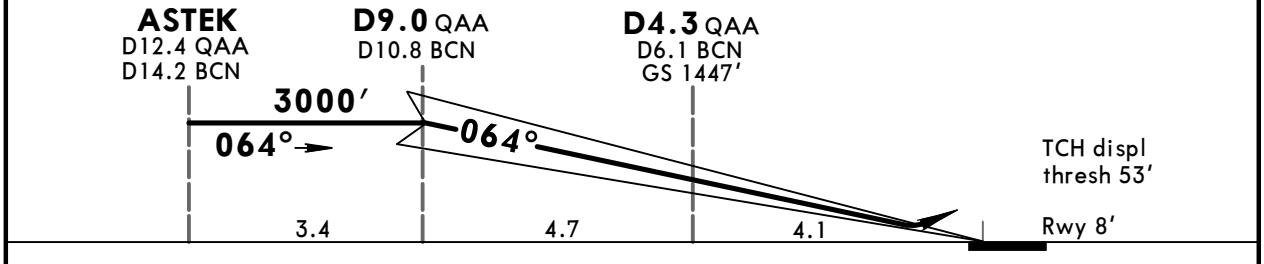
MSA BCN VOR
6500 (1) 128° 250° 5600 (1) 072° 3300



CAT A & B aircraft shall notify approach speed to ATC.

CAUTION: Maintain PAPI descent path due to taxiing traffic below approach glide path.

FOR RNAV TRANSITION SEE 11-0A



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

HIALS-II PAPI REIL PAPI

BCN 116.7

3000′ on BCN 116.7 R-058

PANS OPS

Std/State STRAIGHT-IN LANDING

ILS

DA(H) A: **242′**(234′) C: **262′**(254′)
B: **254′**(246′) D: **273′**(265′)

	TDZ or CL out	ALS out
A	R550m	(1) R550m	R1200m
B			
C	R600m	(1) R600m	R1300m
D			

(1) R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′(1066′)	V2400m
205	1490′(1476′)	V3600m

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-4A

BARCELONA, SPAIN
CAT II/III ILS Z Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

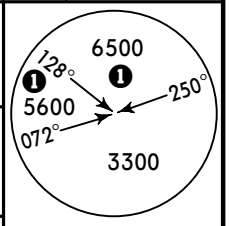
BRIEFING STRIP™

LOC QAA	Final Apch Crs	D9.0 QAA	CAT III ILS	CAT II ILS	Apt Elev 14′
110.3	064°	3000′(2992′)	Refer to Minimums	Refer to Minimums	Rwy 8′

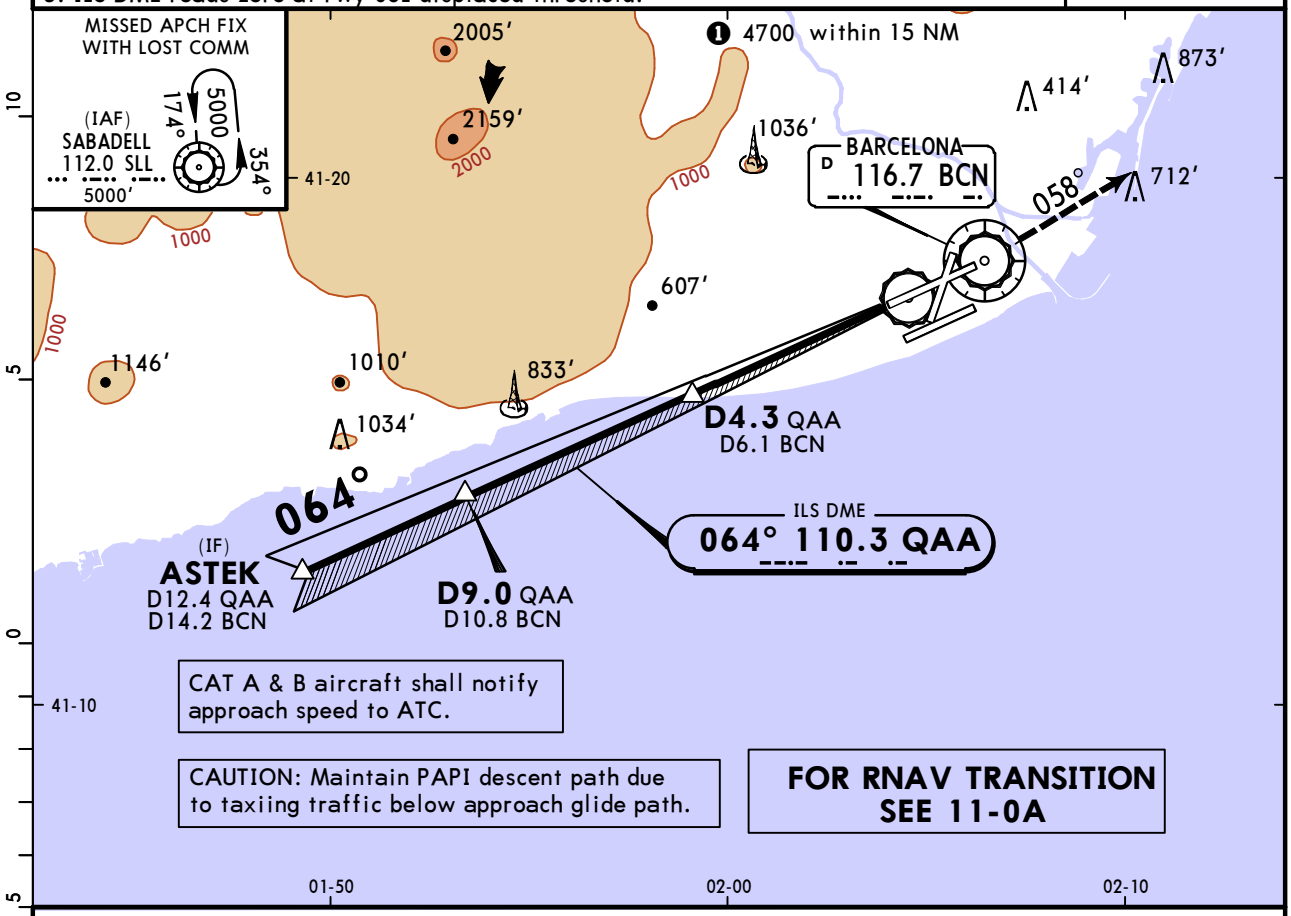
MISSED APCH: Climb direct to BCN VOR and follow R-058 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb direct to BCN VOR and follow R-058 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

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

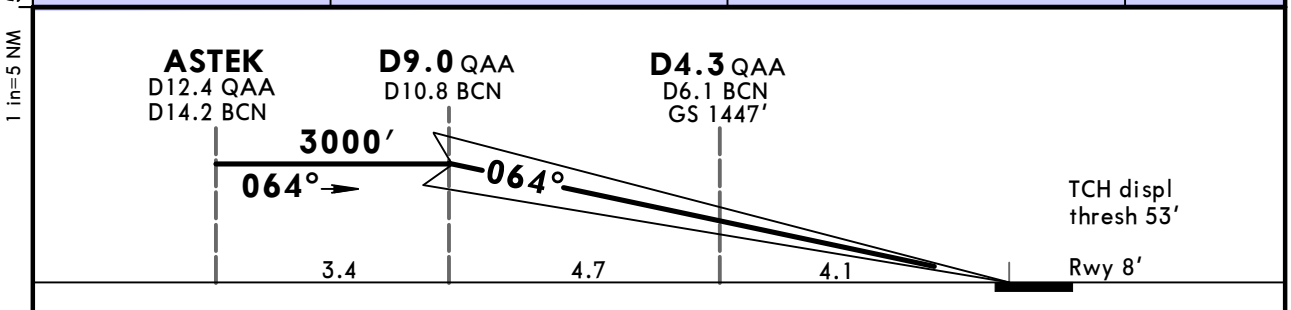
1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.
3. ILS DME reads zero at rwy 06L displaced threshold.



MSA
BCN VOR



1 in=5 NM



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

HIALS-II
PAPI REIL PAPI

BCN 116.7

3000′ on BCN 116.7 R-058

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS			
	A	B	C	D
	RA 105′	RA 120′	RA 134′	RA 147′
	DA(H) 113′(105′)	DA(H) 128′(120′)	DA(H) 142′(134′)	DA(H) 155′(147′)
R75m	R300m		R400m	R450m

PANS OPS

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-5) Eff 2 Nov

BARCELONA, SPAIN
ILS Y Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

BRIEFING STRIP™

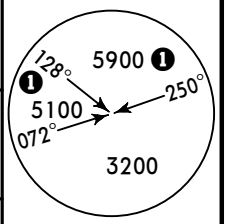
LOC QAA	Final Apch Crs	D9.0 QAA	ILS DA(H)	Apt Elev 14′
110.3	064°	3000′ (2992′)	Refer to Minimums	Rwy 8′

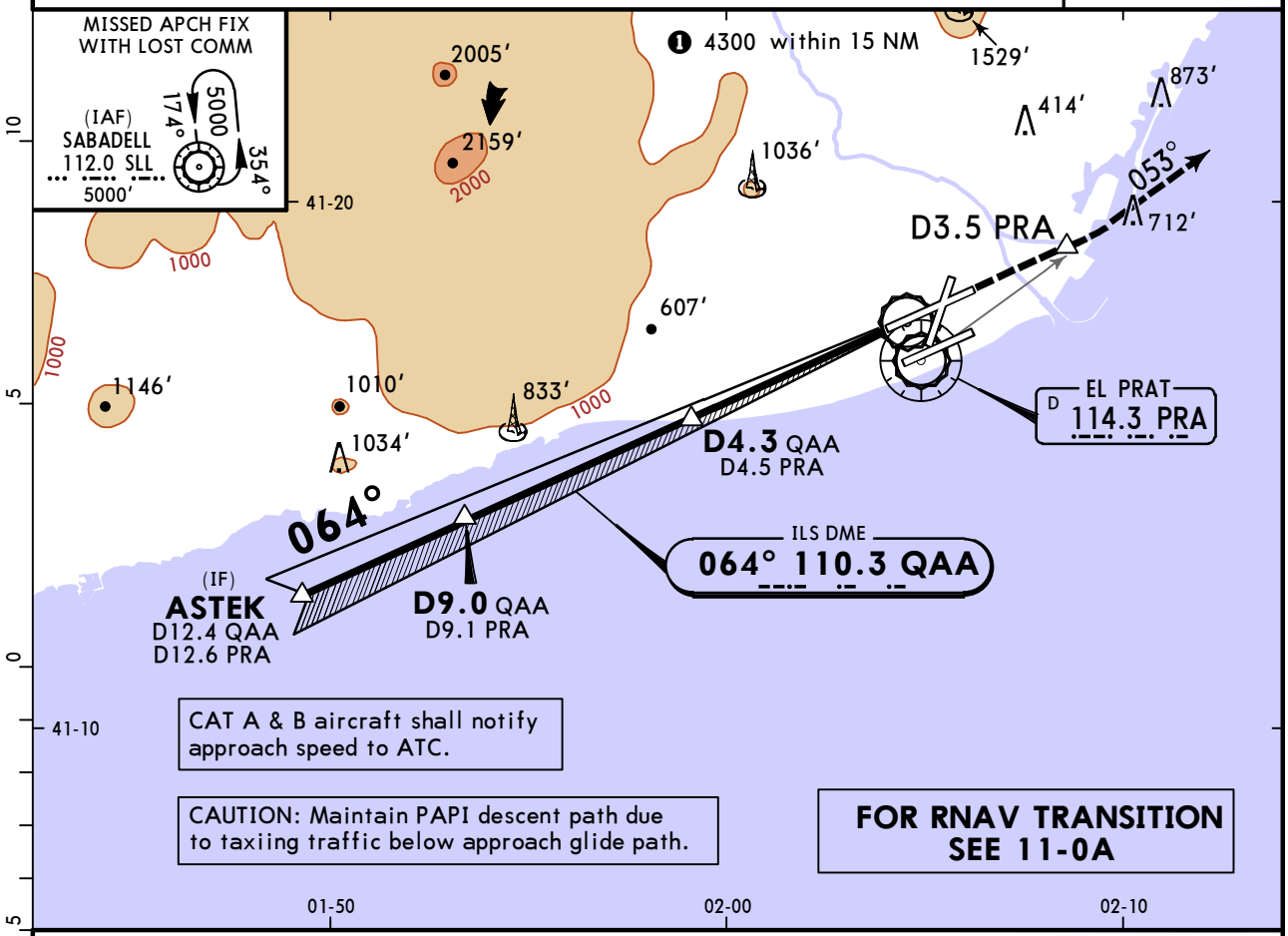
MISSED APCH: Climb on rwy heading to D3.5 PRA to intercept and follow R-053 PRA to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to 3.5 PRA to intercept and follow R-053 PRA to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

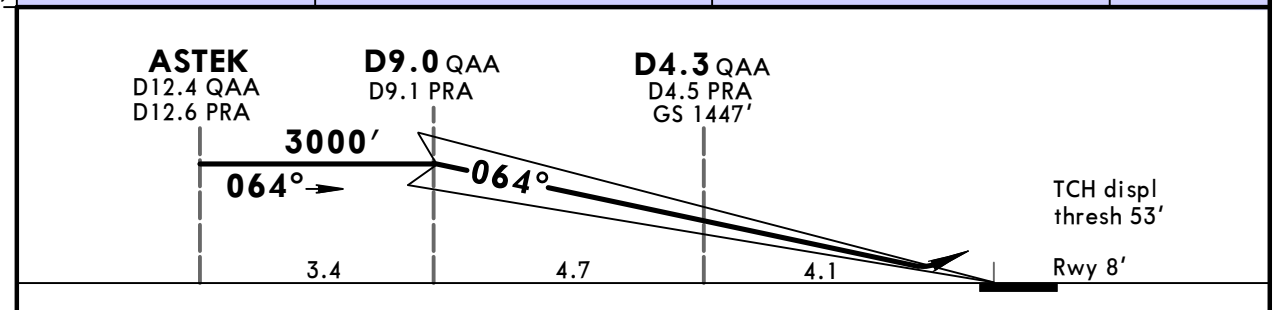
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required. 2. ILS DME reads zero at rwy 06L displaced threshold.

MSA PRA VOR







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

HIALS-II PAPI REIL PAPI — D3.5 PRA on Rwy hdg

PANS OPS

Std/State STRAIGHT-IN LANDING

ILS

DA(H) A: **242′**(234′) C: **262′**(254′)
B: **254′**(246′) D: **273′**(265′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C	R600m	R1300m
D		

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′(1066′)	V2400m
205	1490′(1476′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-5A

BARCELONA, SPAIN
CAT II/III ILS Y Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

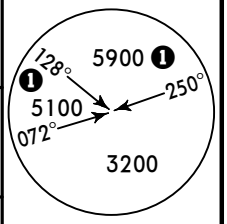
BRIEFING STRIP™

LOC QAA	Final Apch Crs	D9.0 QAA	CAT III ILS	CAT II ILS	Apt Elev 14′
110.3	064°	3000′(2992′)	Refer to Minimums	Refer to Minimums	Rwy 8′

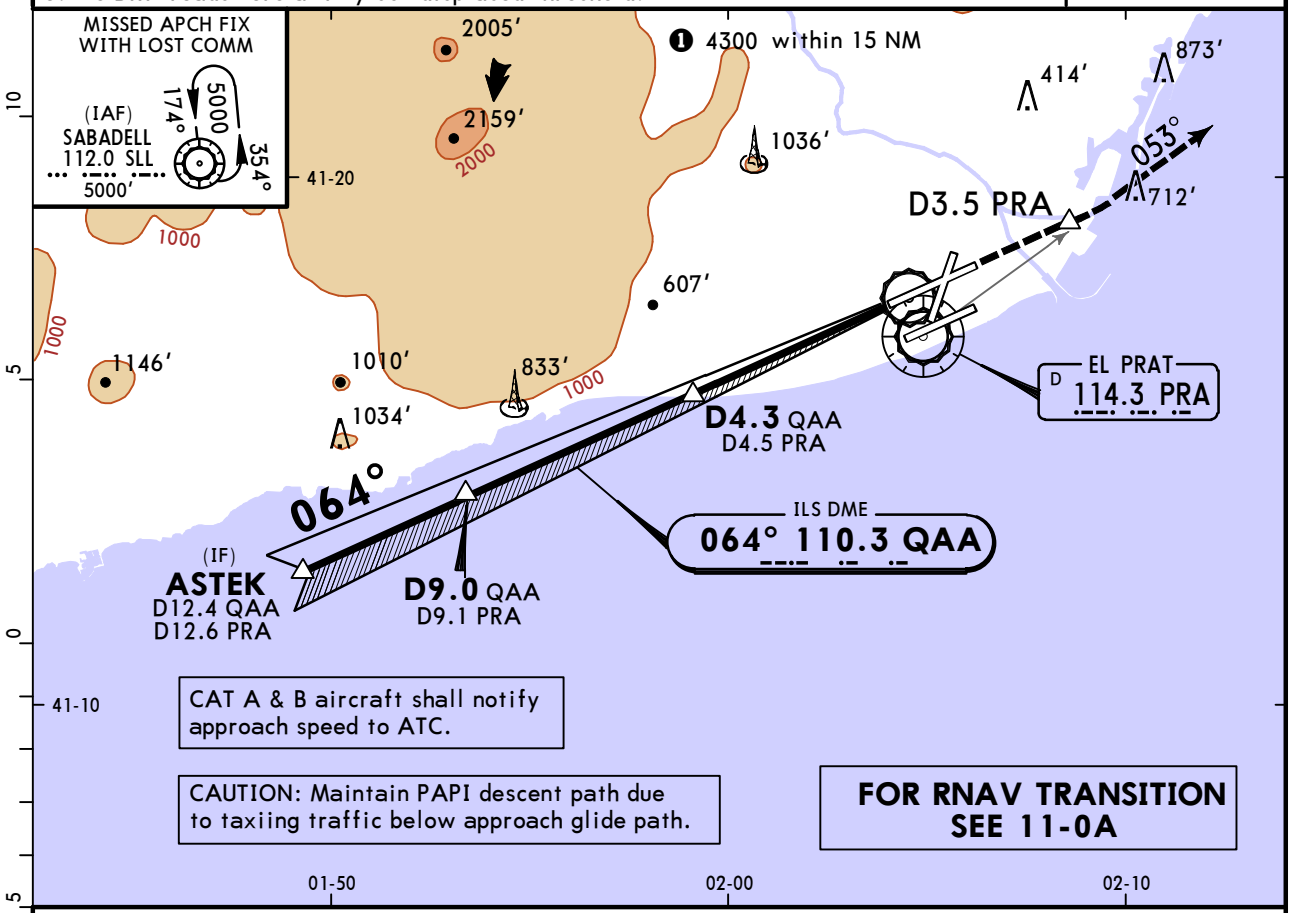
MISSED APCH: Climb on rwy heading to D3.5 PRA to intercept and follow R-053 PRA to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to 3.5 PRA to intercept and follow R-053 PRA to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

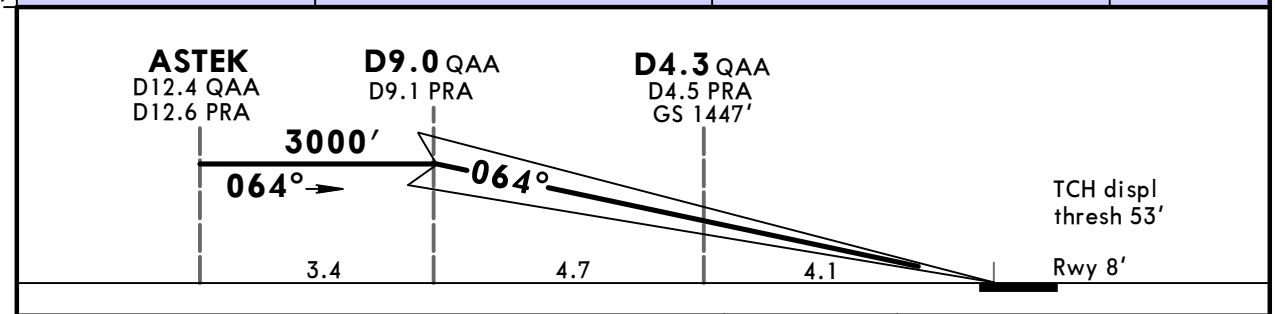
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.
3. ILS DME reads zero at rwy 06L displaced threshold.



MSA PRA VOR





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

HIALS-II
PAPI REIL PAPI

D3.5 PRA on Rwy hdg

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS			
	A	B	C	D
	RA 105′	RA 120′	RA 134′	RA 147′
	DA(H) 113′(105′)	DA(H) 128′(120′)	DA(H) 142′(134′)	DA(H) 155′(147′)
R75m	R300m		R400m	R450m

PANS OPS

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-6) Eff 2 Nov

BARCELONA, SPAIN
LOC Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

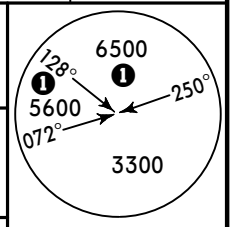
BRIEFING STRIP

LOC QAA	Final Apch Crs	D9.0 QAA	DA/MDA(H)	Apt Elev 14′
110.3	064°	3000′ (2986′)	480′ (466′)	

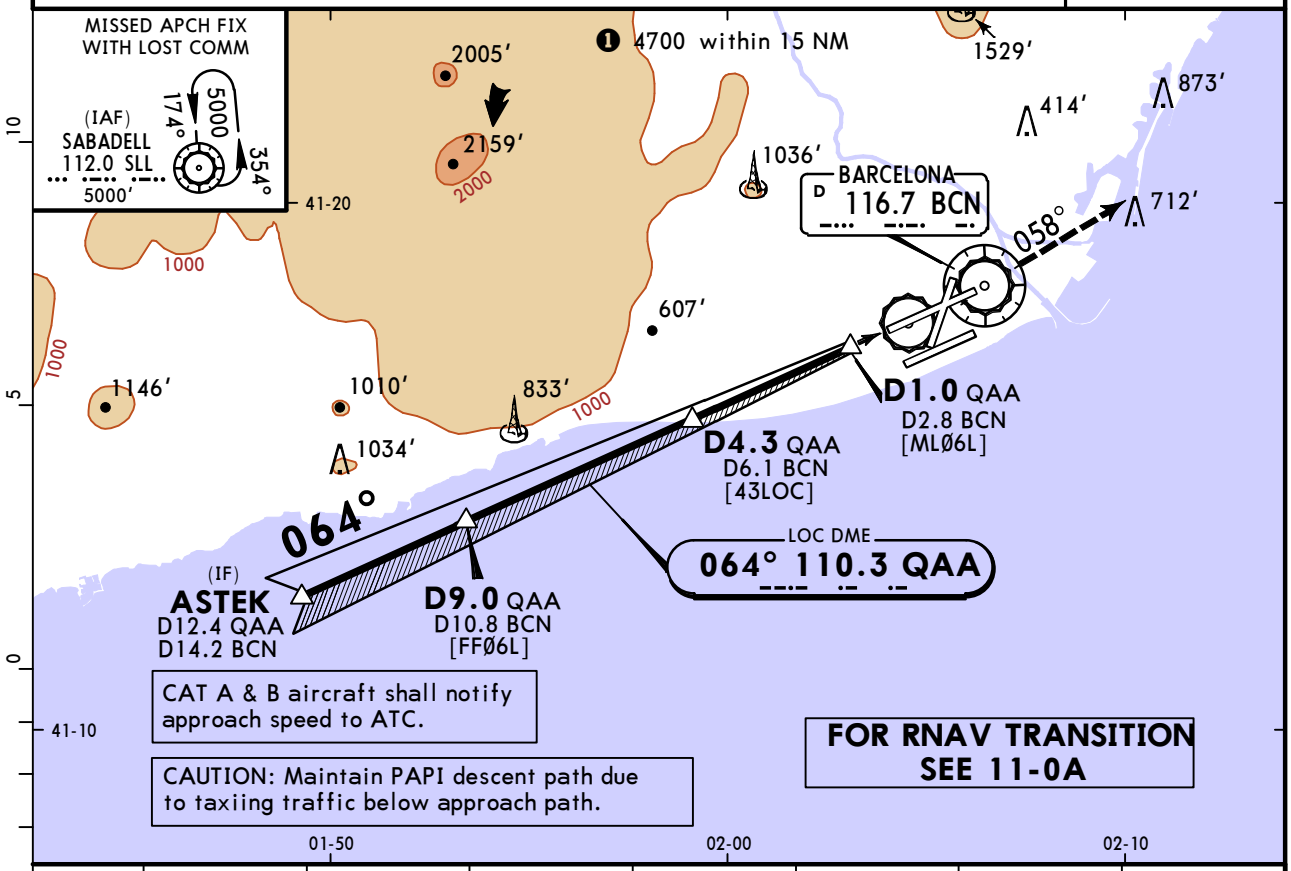
MISSED APCH: Climb direct to BCN VOR and follow R-058 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb direct to BCN VOR and follow R-058 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

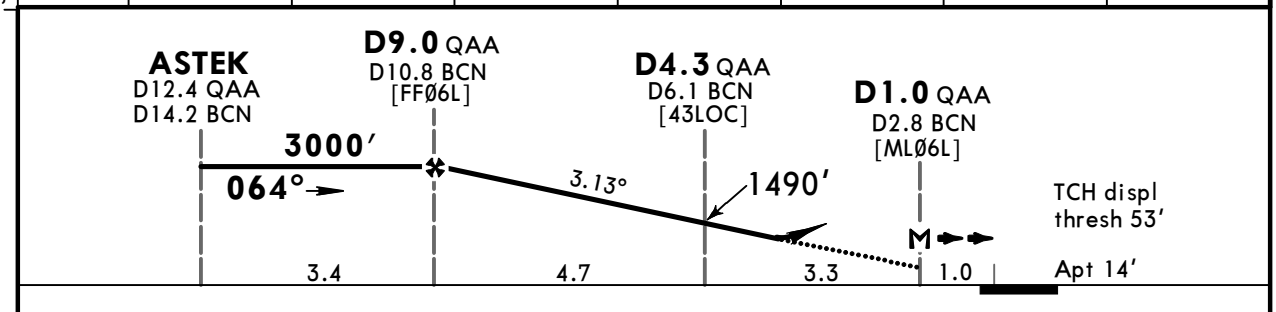
1. VOR and DME required. 2. LOC DME reads zero at rwy 06L displaced threshold.



MSA
BCN VOR



QAA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720′	2390′	2060′	1730′	1390′	1060′	730′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D1.0 QAA/D2.8 BCN							

HIALS-II
PAPI REIL PAPI

BCN 116.7

3000′ on BCN 116.7 R-058

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 480′ (466′)

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C	R1500m	R2200m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1490′ (1476′)	V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-7) Eff 2 Nov

BARCELONA, SPAIN
ILS Z Rwy 06R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

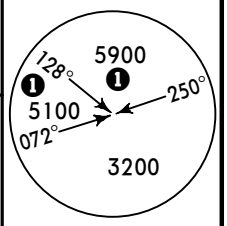
BRIEFING STRIP™

LOC BLE	Final Apch Crs	D8.7 BLE	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′
110.75	064°	2900′ (2892′)		

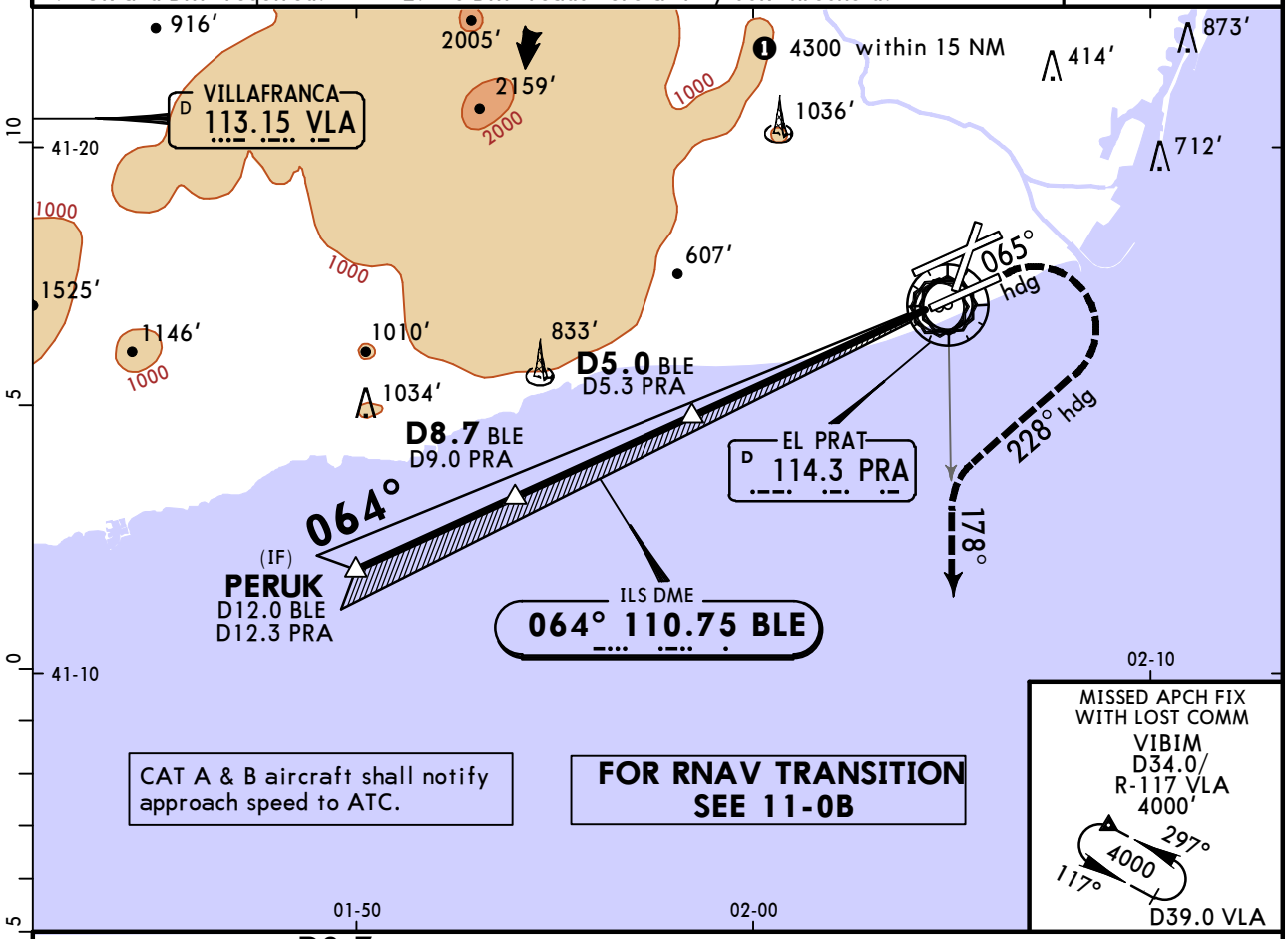
MISSED APCH: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-178 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-178 PRA and follow R-123 VLA direct to D39.0 VLA climbing to 4000′ and hold at VIBIM.

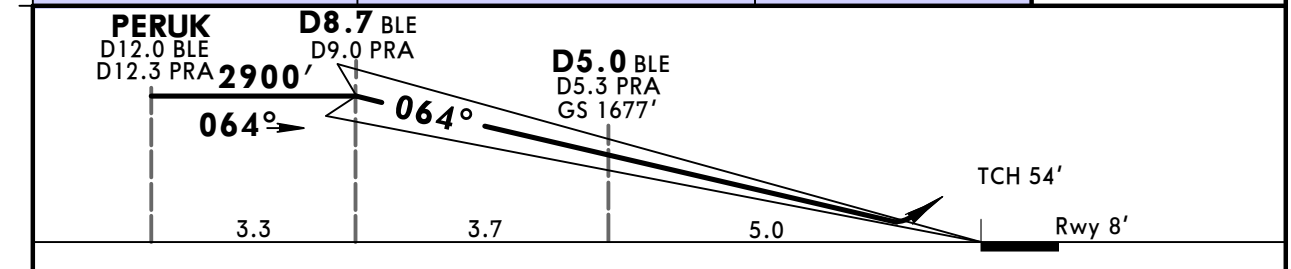
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required. 2. ILS DME reads zero at rwy 06R threshold.



MSA
PRA VOR





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

HIALS-II PAPI 500′ on 065° hdg

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) A: **252′**(244′) C: **272′**(264′)
B: **264′**(256′) D: **282′**(274′)

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1300m
B	R600m	1 R600m	
C			
D			

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′(1066′)	V2400m
205	1300′(1286′)	V3600m

PANS OPS

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: D39.0 VLA added to holding.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

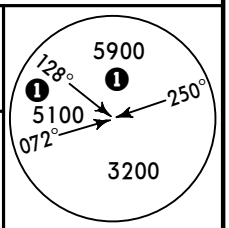
JEPPESEN
27 OCT 23
Eff 2 Nov
11-7A

BARCELONA, SPAIN
CAT II/III ILS Z Rwy 06R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

LOC BLE	Final Apch Crs	D8.7 BLE	CAT III ILS	CAT II ILS	Apt Elev 14′
110.75	064°	2900′ (2892′)	Refer to Minimums	Refer to Minimums	Rwy 8′

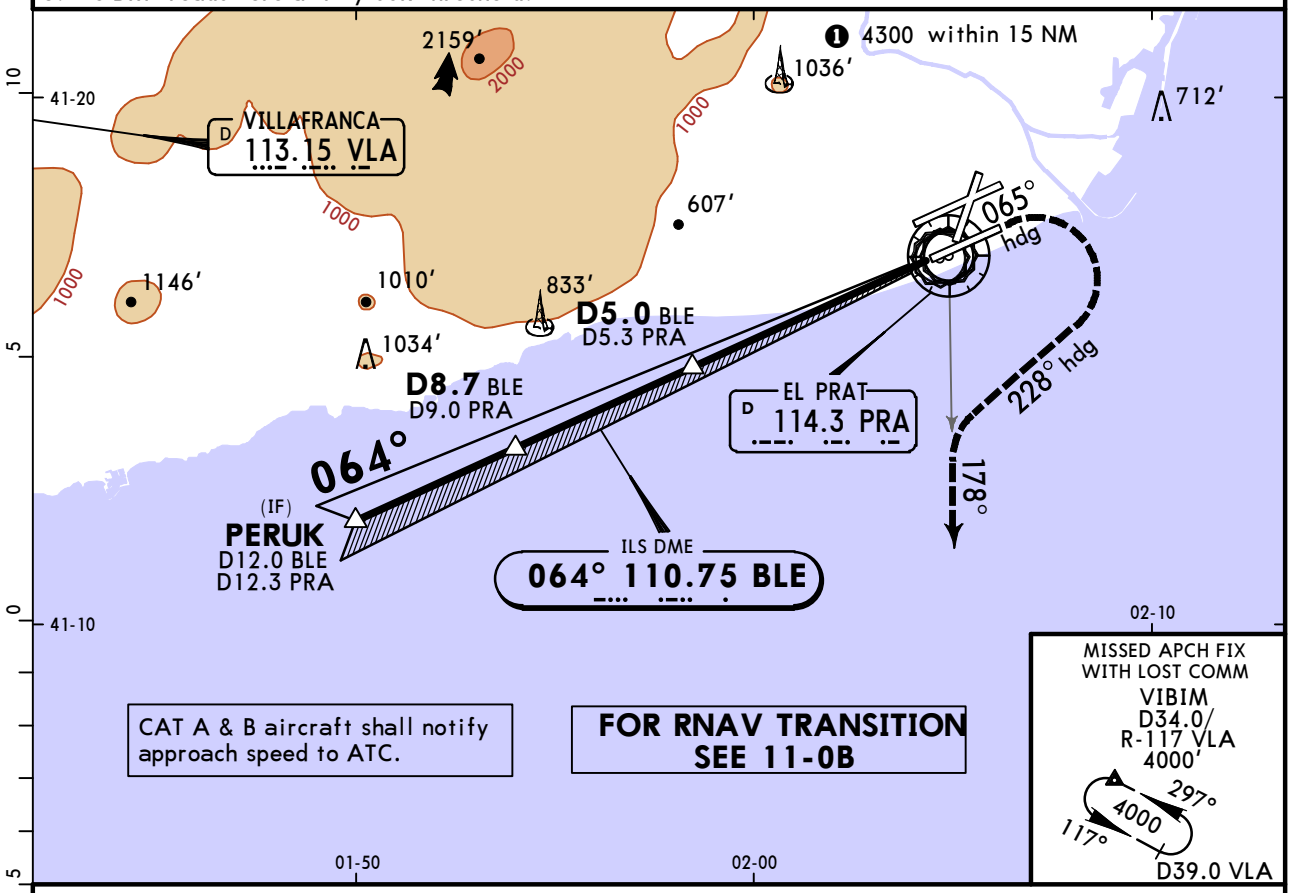
MISSED APCH: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-178 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-178 PRA and follow R-123 VLA direct to D39.0 VLA climbing to 4000′ and hold at VIBIM.

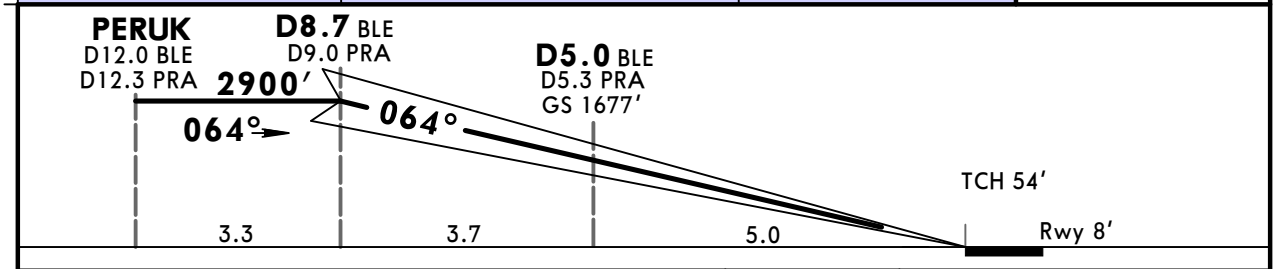


MSA PRA VOR

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

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.
3. ILS DME reads zero at rwy 06R threshold.





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

HIALS-II PAPI
500′ on 065° hdg

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS		
A	B	C	D
RA 105′	RA 123′	RA 129′	RA 143′
DA(H) 108′ (100′)	DA(H) 118′ (110′)	DA(H) 130′ (122′)	DA(H) 144′ (136′)
R75m	R300m	R400m	

PANS OPS

CHANGES: D39.0 VLA added to holding, CAT C DA(H).

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-8) Eff 2 Nov

BARCELONA, SPAIN
ILS Y Rwy 06R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

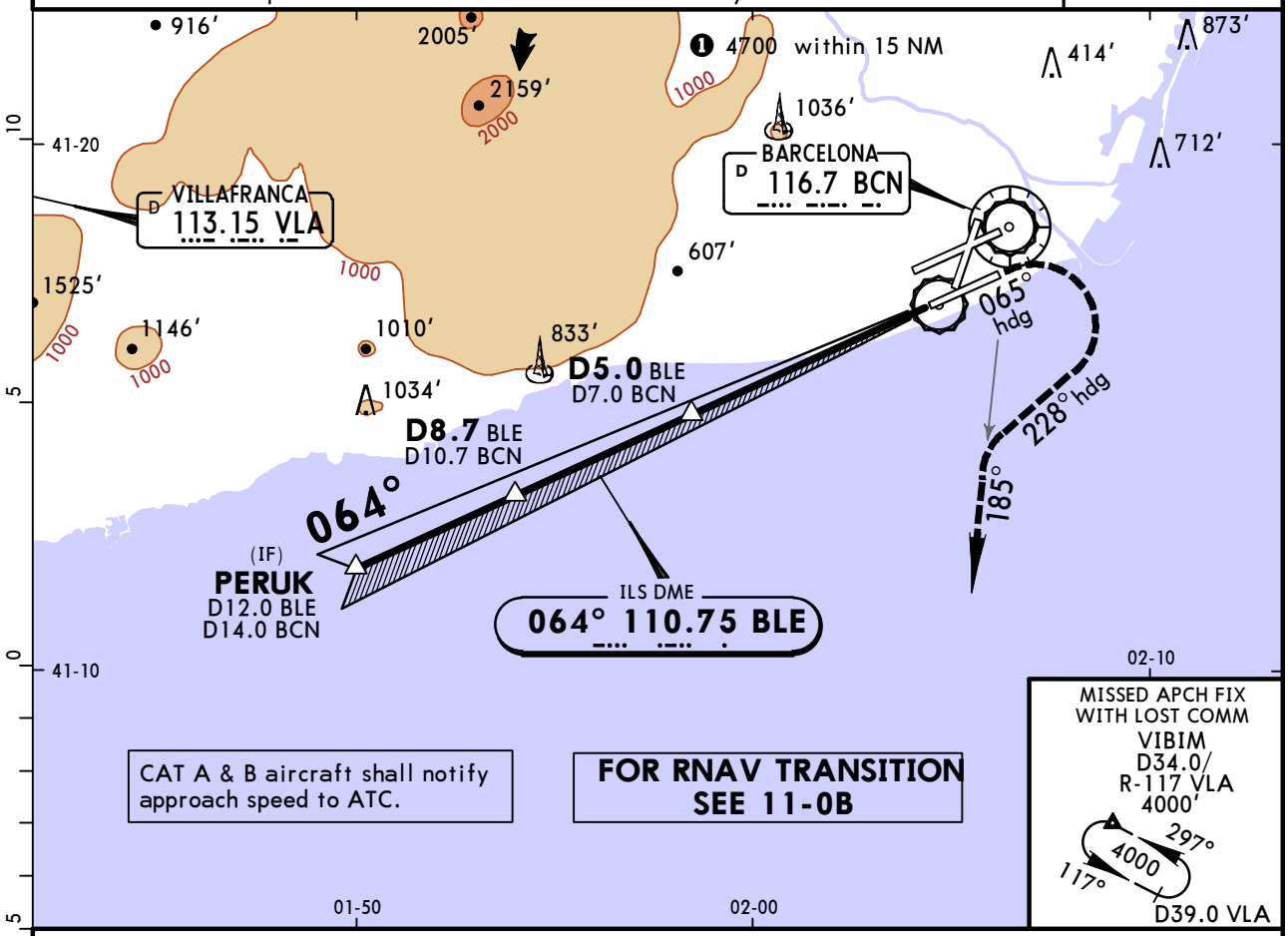
LOC BLE	Final Apch Crs	D8.7 BLE	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′
110.75	064°	2900′ (2892′)		

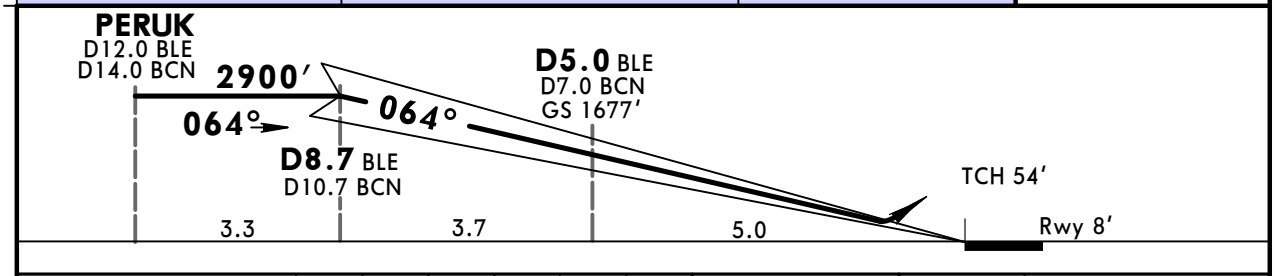
MISSED APCH: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-185 BCN climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-185 BCN and follow R-123 VLA direct to D39.0 VLA climbing to 4000′ and hold at VIBIM.

MSA BCN VOR: 6500 (1) 128°–250°; 5600 (1) 072°–128°; 3300

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

1. VOR and DME required. 2. ILS DME reads zero at rwy 06R threshold.





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

HIALS-II PAPI 500′ on 065° hdg

Std/State

STRAIGHT-IN LANDING
ILS

DA(H) A: **252′**(244′) C: **272′**(264′)
B: **264′**(256′) D: **282′**(274′)

		TDZ or CL out	ALS out
A	R550m	1 R550m	R1300m
B	R600m	1 R600m	
C			
D			

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′(1066′)	V2400m
205	1300′(1286′)	V3600m

1 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: D39.0 VLA added to holding.

BRIEFING STRIP™ PANS OPS

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-8A

BARCELONA, SPAIN
CAT II/III ILS Y Rwy 06R

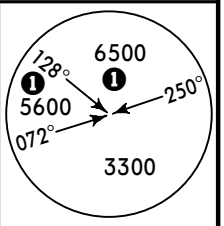
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

LOC BLE	Final Apch Crs	D8.7 BLE	CAT III ILS	CAT II ILS	Apt Elev 14′
110.75	064°	2900′ (2892′)	Refer to Minimums	Refer to Minimums	RWY 8′

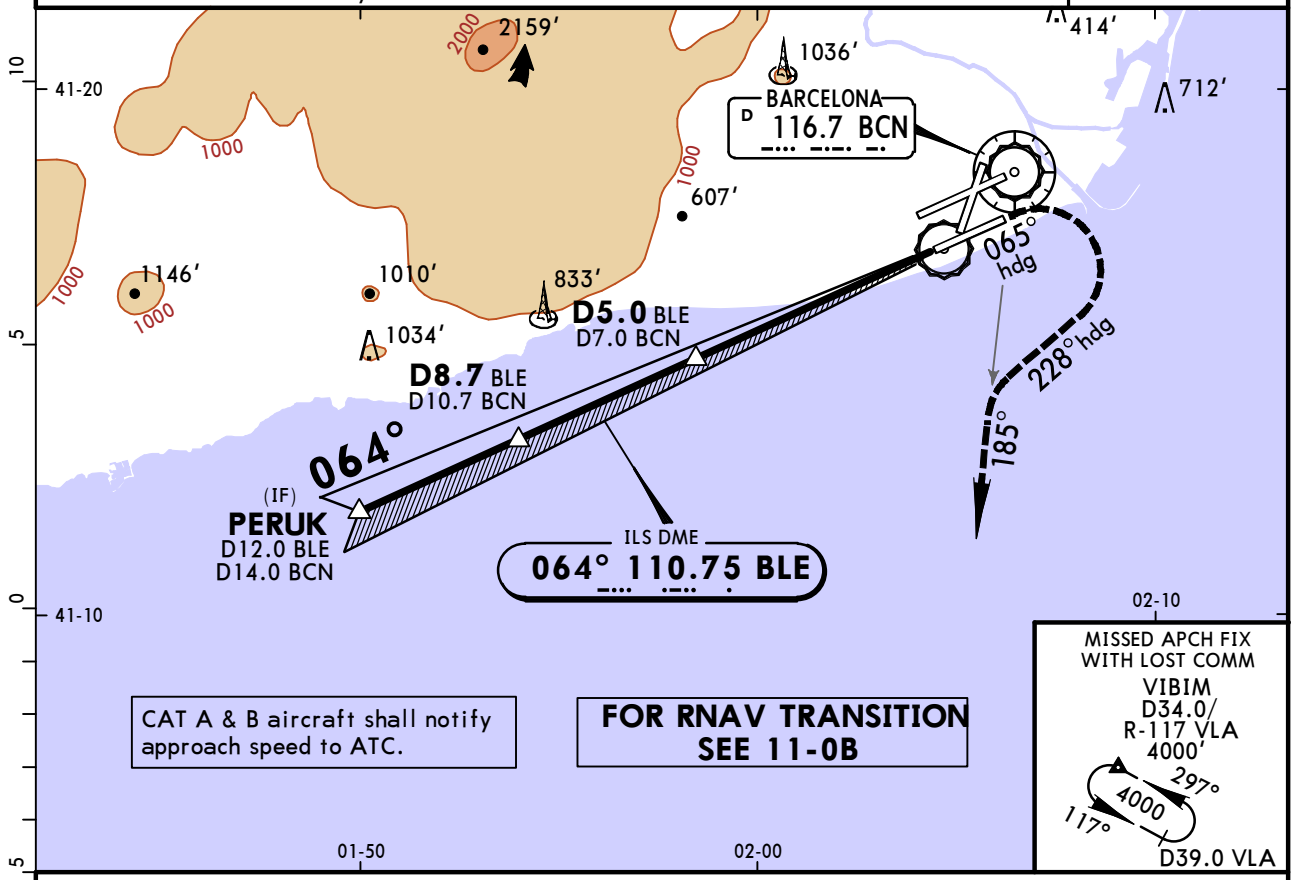
MISSED APCH: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-185 BCN climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-185 BCN and follow R-123 VLA direct to D39.0 VLA climbing to 4000′ and hold at VIBIM.

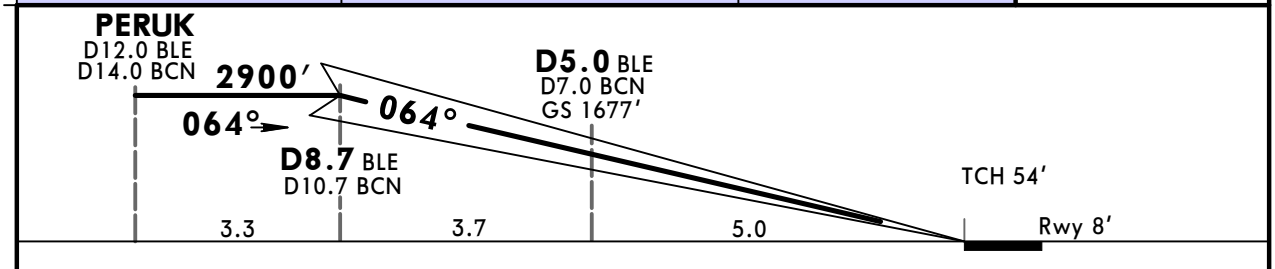
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required.
3. ILS DME reads zero at rwy 06R threshold.



MSA BCN VOR
❶ 4700 within 15 NM





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

HIALS-II
PAPI
500′ on 065° hdg

Std/State

STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS			
	A	B	C	D
	RA 105′	RA 123′	RA 129′	RA 143′
	DA(H) 108′ (100′)	DA(H) 118′ (110′)	DA(H) 130′ (122′)	DA(H) 144′ (136′)
R75m	R300m		R400m	

PANS OPS

CHANGES: D39.0 VLA added to holding, CAT C DA(H).

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-9) Eff 2 Nov

BARCELONA, SPAIN
LOC Rwy 06R

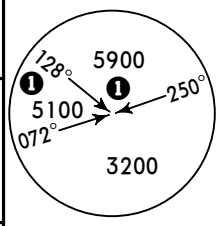
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	S 122.230

LOC BLE	Final Apch Crs	D8.7 BLE	DA/MDA(H)	Apt Elev 14'
110.75	064°	2900' (2886')	500' (486')	

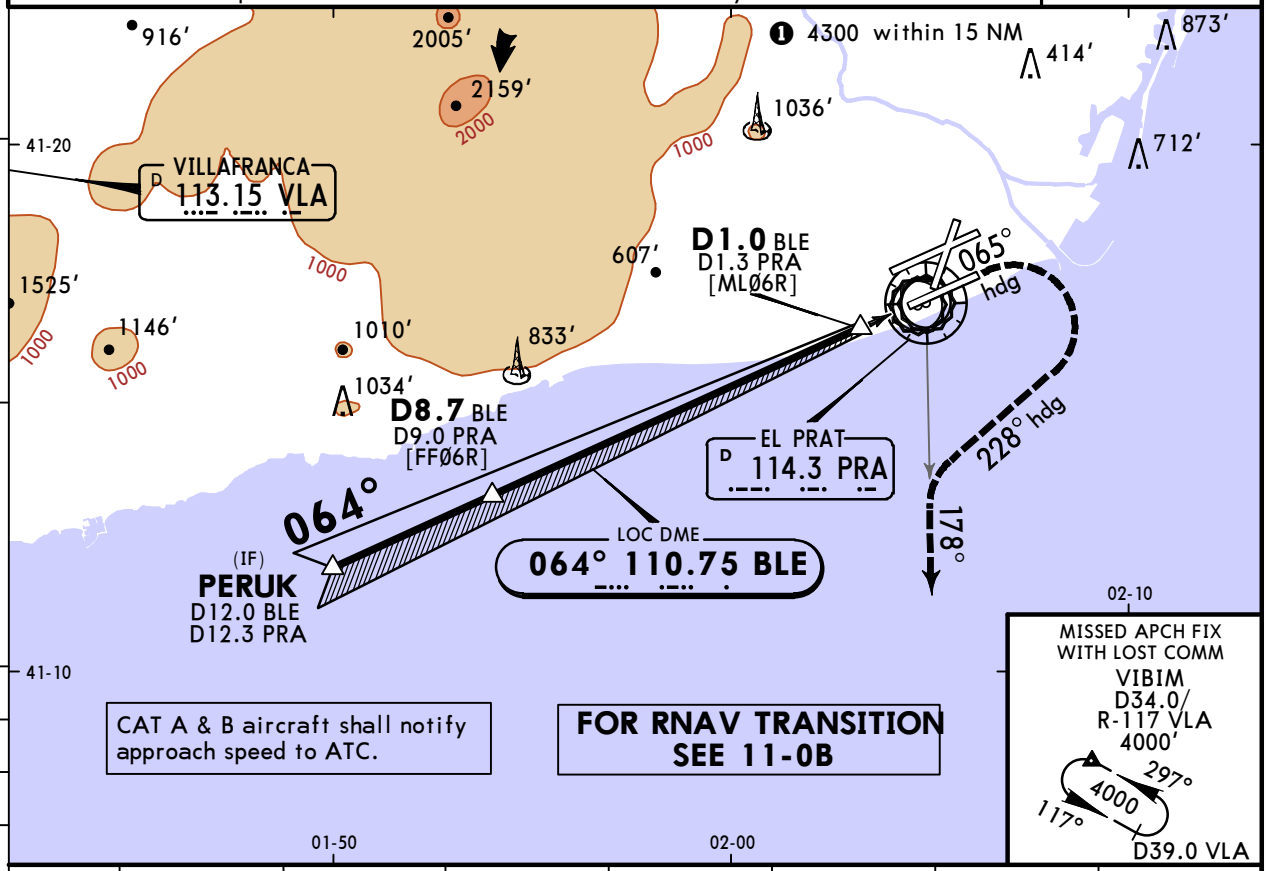
MISSED APCH: Climb on heading 065° to 500'. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-178 PRA climbing to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on heading 065° to 500'. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept R-178 PRA and follow R-123 VLA direct to D39.0 VLA climbing to 4000' and hold at VIBIM.

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'

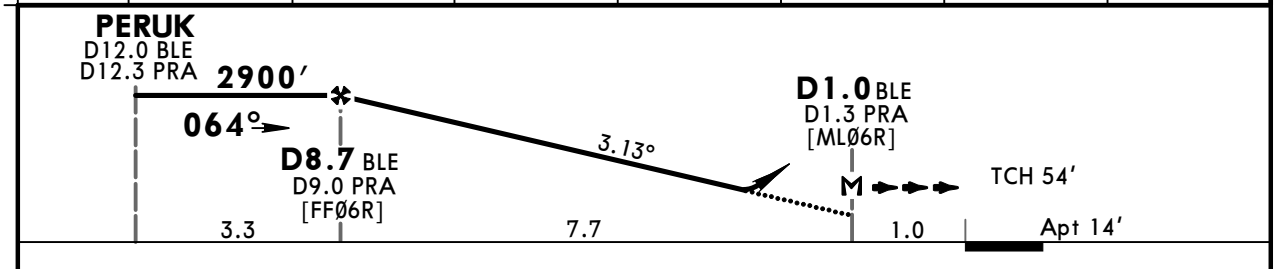
1. VOR and DME required. 2. LOC DME reads zero at rwy 06R threshold.



MSA PRA VOR



BLE DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2720'	2390'	2060'	1730'	1390'	1060'	730'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D1.0 BLE/D1.3 PRA							

HIALS-II PAPI 500' on 065° hdg

Std/State

STRAIGHT-IN LANDING
CDFA

1 DA/MDA(H) 500' (486')

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C	R1500m	R2300m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)
100	580' (566') V1500m
135	700' (686') V1600m
180	1080' (1066') V2400m
205	1300' (1286') V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: D39.0 VLA added to holding, minimums.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-10) Eff 2 Nov

BARCELONA, SPAIN
ILS Z Rwy 24L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	S 122.230

BRIEFING STRIP™

LOC BLW	Final Apch Crs	D5.4 BLW	ILS DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′
111.5	244°	1800′ (1792′)		

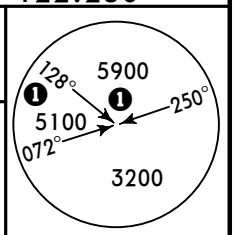
MISSED APCH: Climb on RWY heading to 500′, then turn LEFT (MAX 185 KT) to follow R-236 PRA. At D8.8 PRA turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500′ and 3000′, then climb to 3000′ and await ATC instructions.

MISSED APCH WITH LOST COMM: Climb on RWY heading to 500′, then turn LEFT (MAX 185 KT) to follow R-236 PRA. At D8.8 PRA turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500′ and 3000′, then continue following 118°. At R-211 CLE turn LEFT to intercept and follow inbound R-209 CLE direct to RULOS climbing to 4000′ and hold.

In case of missed apch and missed apch with lost COMM climb to 3000′ as soon as possible.

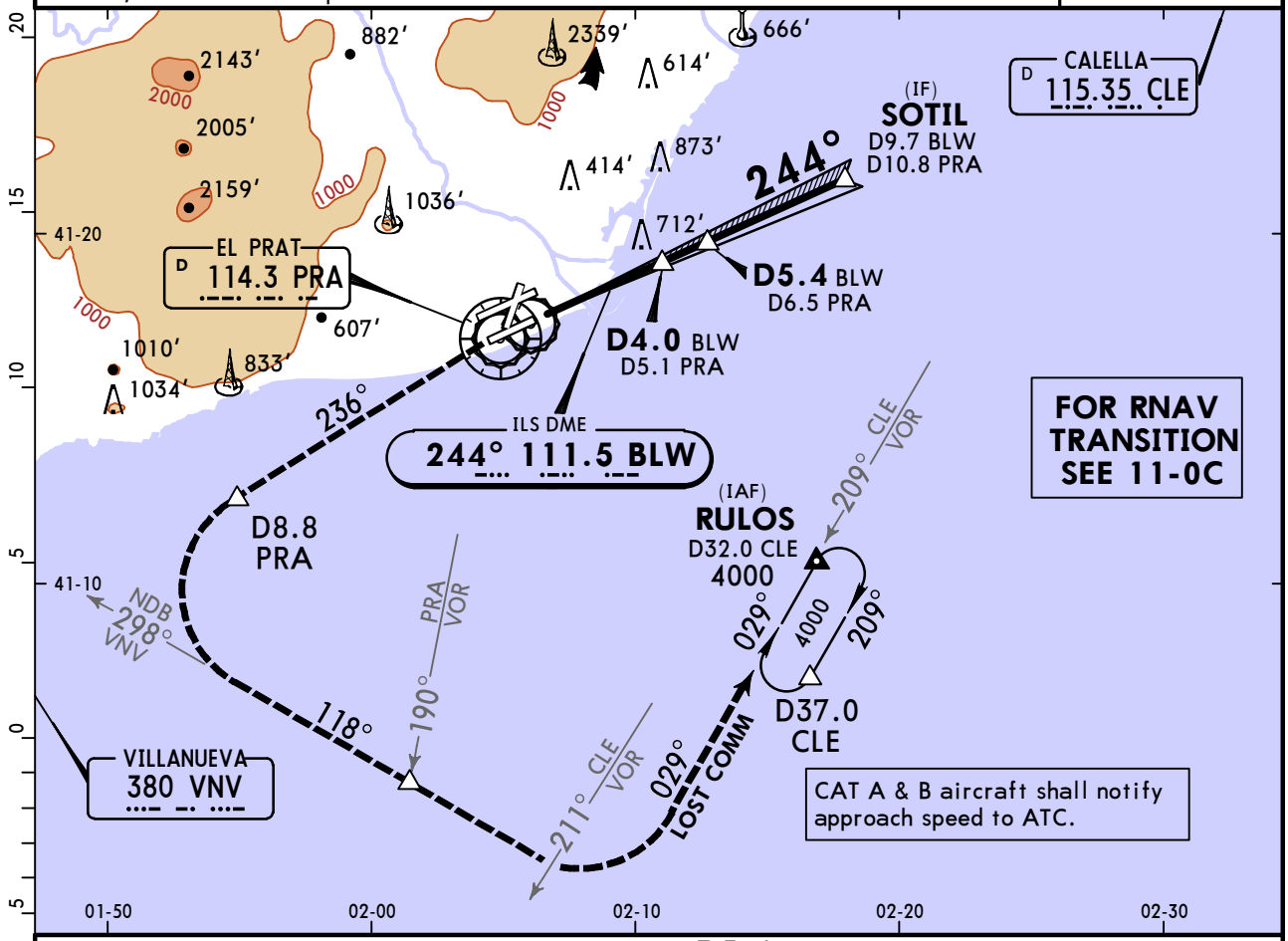
Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′

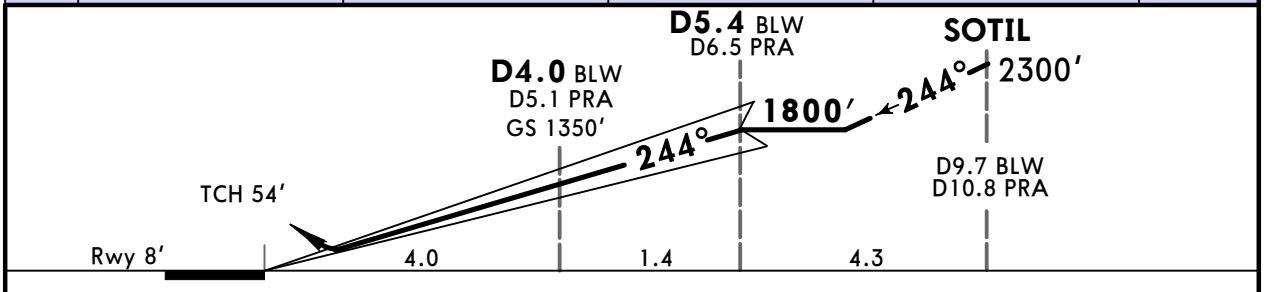
1. VOR, DME and ADF required. 2. ILS DME reads zero at RWY 24L threshold.



MSA PRA VOR

❶ 4300 within 15 NM





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

HIALS-II
PAPI
500′ on Rwy hdg

Std/State

STRAIGHT-IN LANDING
ILS
DA(H) ABC: 208′ (200′) D: 210′ (202′)

	ALS out
A	R750m
B	
C	
D	R1200m

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1080′ (1066′) V2400m
205	1300′ (1286′) V3600m

PANS OPS

CHANGES: None.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-10AA

BARCELONA, SPAIN
CAT II/III ILS Z Rwy 24L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	122.230

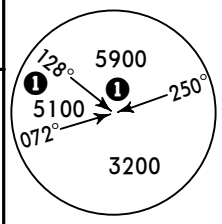
LOC BLW	Final Apch Crs	D5.4 BLW	CAT III ILS	CAT II ILS	Apt Elev 14'
111.5	244°	1800' (1792')	Refer to Minimums	Refer to Minimums	Rwy 8'

MISSED APCH: Climb on RWY heading to 500', then turn LEFT (MAX 185 KT) to follow R-236 PRA. At D8.8 PRA turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500' and 3000', then climb to 3000' and await ATC instructions.

MISSED APCH WITH LOST COMM: Climb on RWY heading to 500', then turn LEFT (MAX 185 KT) to follow R-236 PRA. At D8.8 PRA turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500' and 3000', then continue following 118°. At R-211 CLE turn LEFT to intercept and follow inbound R-209 CLE direct to RULOS climbing to 4000' and hold.
In case of missed apch and missed apch with lost COMM climb to 3000' as soon as possible.

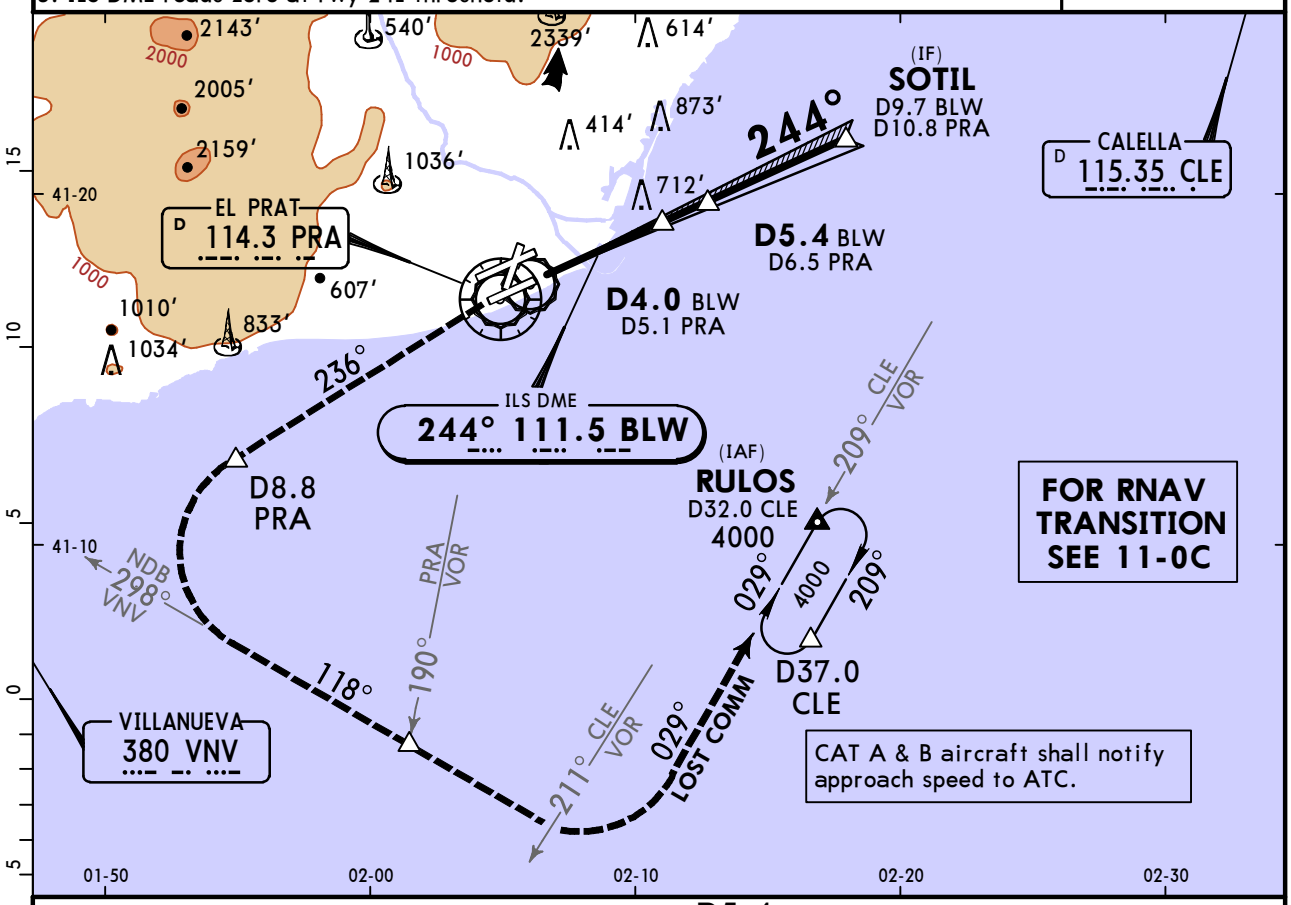
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'

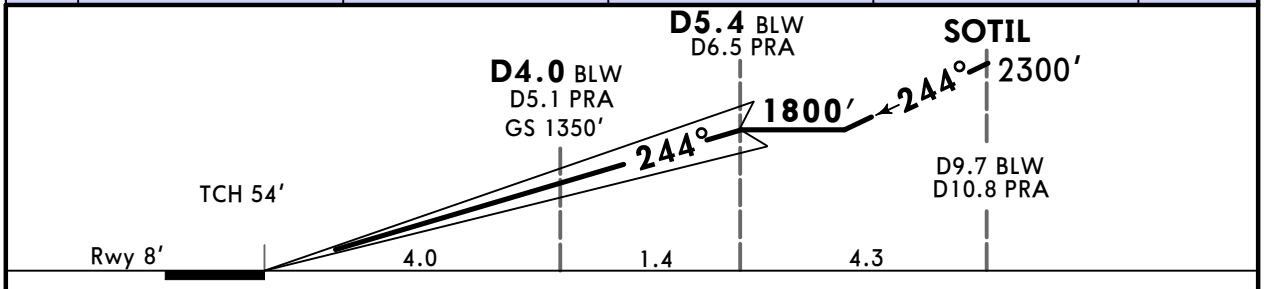
1. Special Aircrew & Aircraft Certification Required. 2. VOR, DME and ADF required.
3. ILS DME reads zero at rwy 24L threshold.



MSA PRA VOR
4300 within 15 NM

BRIEFING STRIP™





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

HIALS-II
PAPI
500' on Rwy hdg

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS		
	AB	C	D
	RA 102'	RA 111'	RA 125'
	DA(H) 108' (100')	DA(H) 117' (109')	DA(H) 131' (123')
R75m	R300m		R400m

PANS OPS

CHANGES: CAT C DA(H) & RA.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-11) Eff 2 Nov

BARCELONA, SPAIN
ILS Y Rwy 24L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	S 122.230

BRIEFING STRIP™

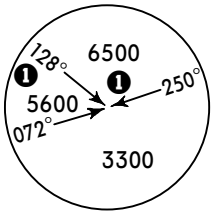
LOC BLW	Final Apch Crs	D5.4 BLW	ILS DA(H) Refer to Minimums	Apt Elev 14' Rwy 8'
111.5	244°	1800' (1792')		

MISSED APCH: Climb on RWY heading to 500', then turn LEFT (MAX 185 KT) to follow R-230 BCN. At D10.6 BCN turn LEFT to intercept and follow 118° from VNV NDB. Cross R-193 BCN between 1500' and 3000', then climb to 3000' and await ATC instructions.

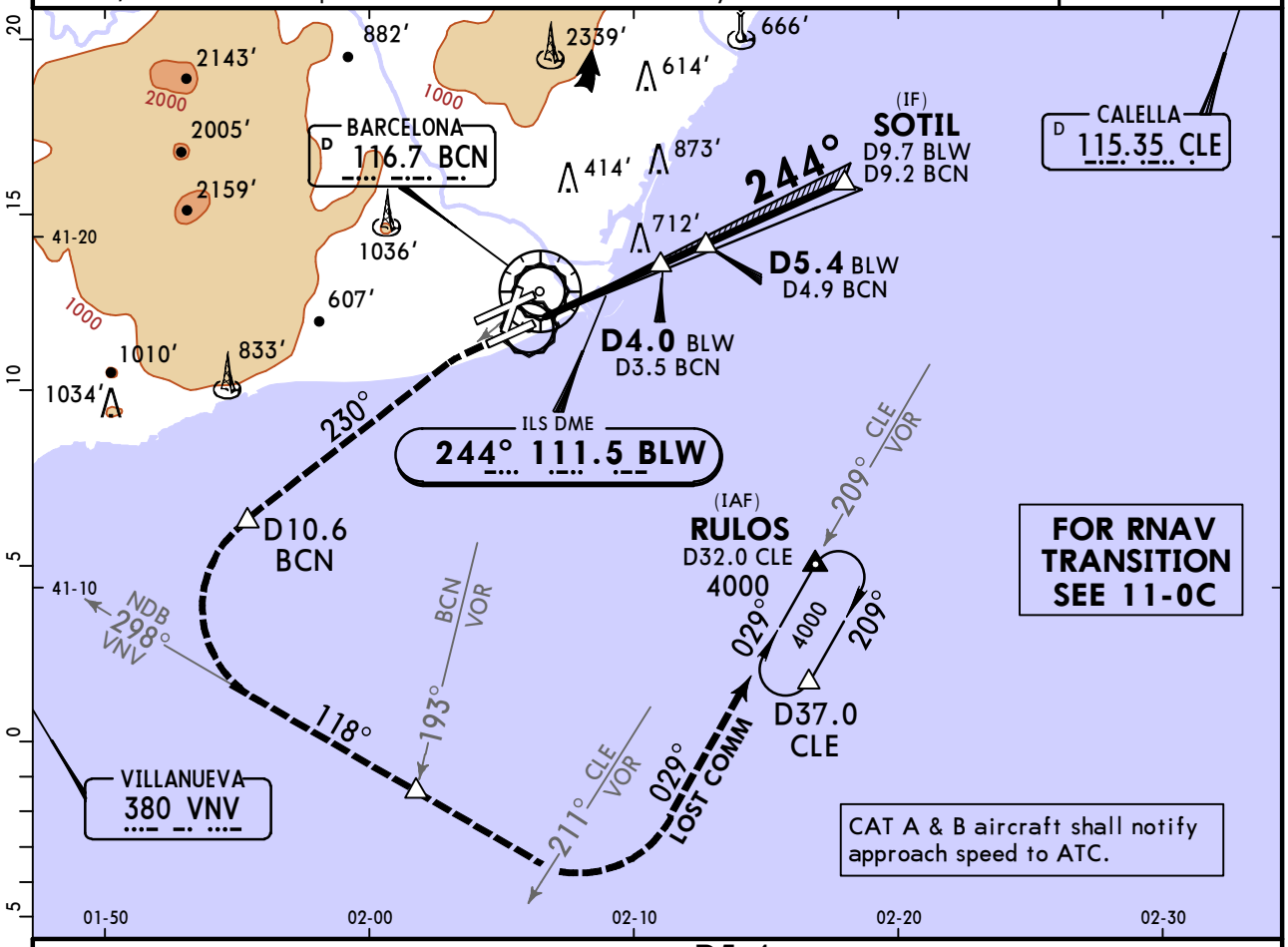
MISSED APCH WITH LOST COMM: Climb on RWY heading to 500', then turn LEFT (MAX 185 KT) to follow R-230 BCN. At D10.6 BCN turn LEFT to intercept and follow 118° from VNV NDB. Cross R-193 BCN between 1500' and 3000', then continue following 118°. At R-211 CLE turn LEFT to intercept and follow inbound R-209 CLE direct to RULOS climbing to 4000' and hold.
In case of missed apch and missed apch with lost COMM climb to 3000' as soon as possible.

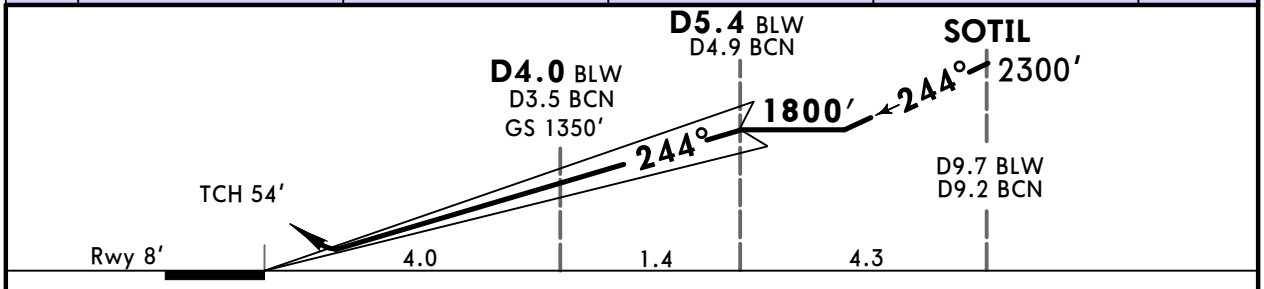
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'

1. VOR, DME and ADF required. 2. ILS DME reads zero at rwy 24L threshold.



MSA BCN VOR
❶ 4700 within 15 NM





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

HIALS-II
PAPI
500' on Rwy hdg

Std/State

STRAIGHT-IN LANDING
ILS
DA(H) ABC: 208' (200') D: 210' (202')

		ALS out
A	R750m	R1200m
B		
C		
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580' (566')	V1500m
135	700' (686')	V1600m
180	1080' (1066')	V2400m
205	1300' (1286')	V3600m

PANS OPS

CHANGES: None.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-11AA

BARCELONA, SPAIN
CAT II/III ILS Y Rwy 24L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	S 122.230

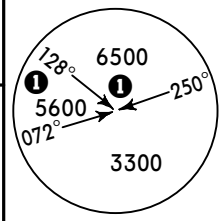
LOC BLW	Final Apch Crs	D5.4 BLW	CAT III ILS	CAT II ILS	Apt Elev 14'
111.5	244°	1800' (1792')	Refer to Minimums	Refer to Minimums	Rwy 8'

MISSED APCH: Climb on RWY heading to 500', then turn LEFT (MAX 185 KT) to follow R-230 BCN. At D10.6 BCN turn LEFT to intercept and follow 118° from VNV NDB. Cross R-193 BCN between 1500' and 3000', then climb to 3000' and await ATC instructions.

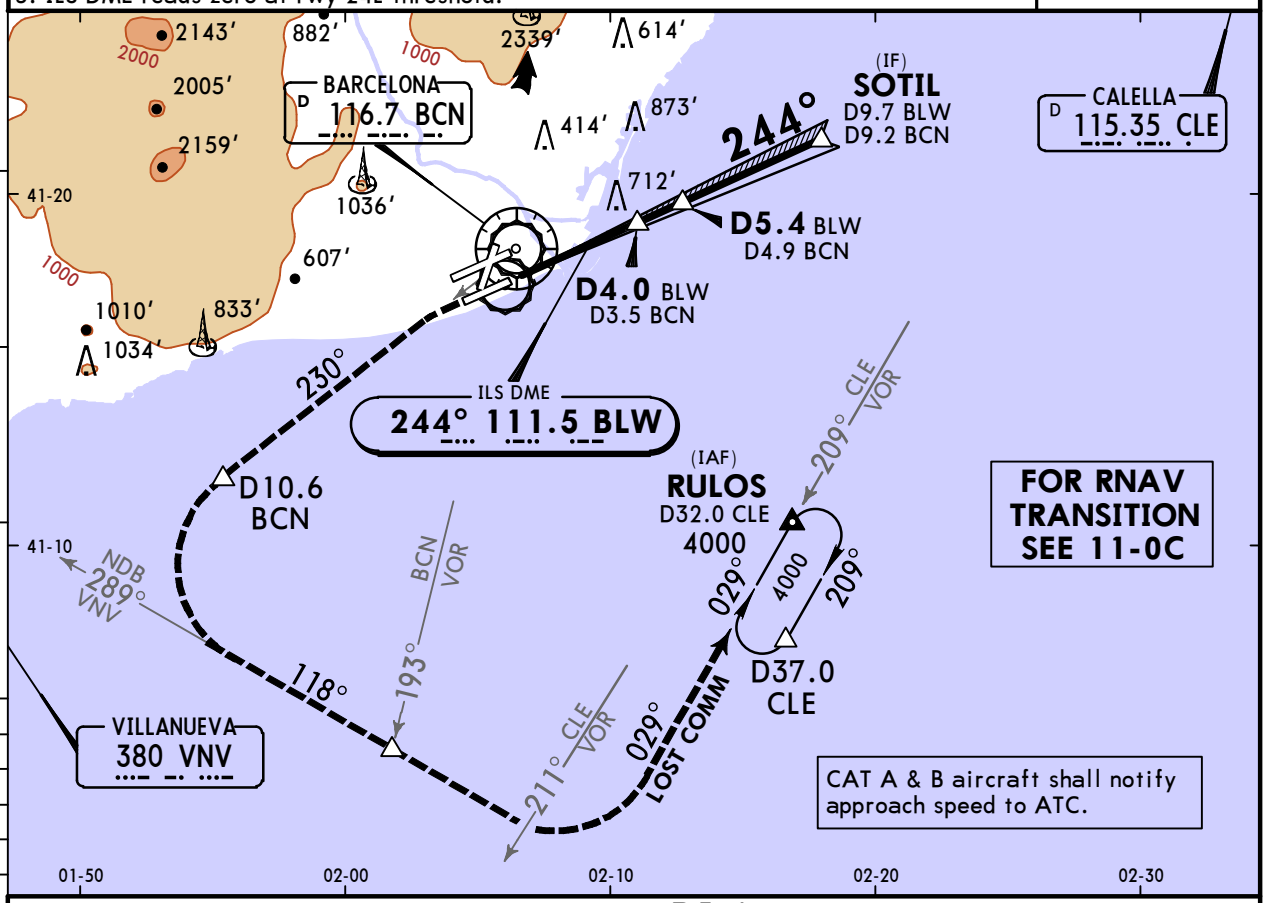
MISSED APCH WITH LOST COMM: Climb on RWY heading to 500', then turn LEFT (MAX 185 KT) to follow R-230 BCN. At D10.6 BCN turn LEFT to intercept and follow 118° from VNV NDB. Cross R-193 BCN between 1500' and 3000', then continue following 118°. At R-211 CLE turn LEFT to intercept and follow inbound R-209 CLE direct to RULOS climbing to 4000' and hold.
In case of missed apch and missed apch with lost COMM climb to 3000' as soon as possible.

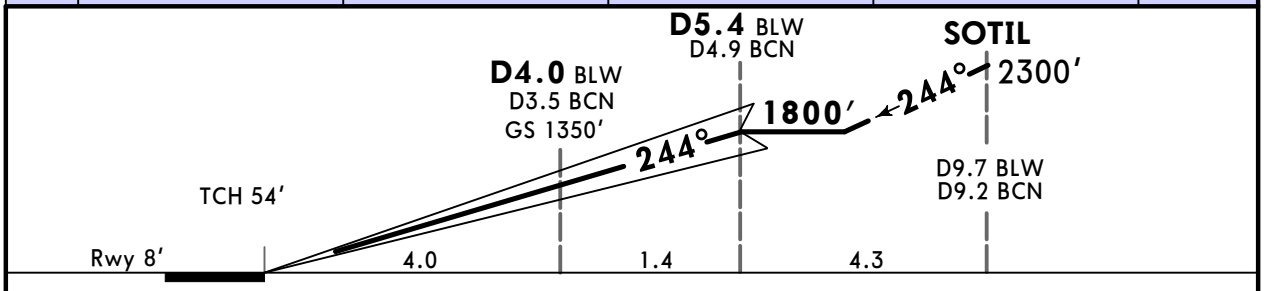
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000'

1. Special Aircrew and Aircraft Certification required. 2. VOR, DME and ADF required. 3. ILS DME reads zero at rwy 24L threshold.



MSA BCN VOR
1 4700 within 15 NM





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

HIALS-II
PAPI

500' on Rwy hdg

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS		
	AB	C	D
	RA 102'	RA 111'	RA 125'
	DA(H) 108' (100')	DA(H) 117' (109')	DA(H) 131' (123')
R75m	R300m		R400m

PANS OPS

CHANGES: CAT C DA(H) & RA.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 21 JUL 23 11-12

BARCELONA, SPAIN
LOC Rwy 24L

BRIEFING STRIP ™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	S 122.230

LOC BLW	Final Apch Crs	D5.4 BLW	DA/MDA(H)	Apt Elev 14'
111.5	244°	1800' (1786')	530' (516')	

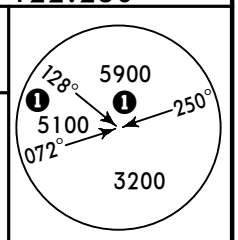
MISSED APCH: Climb direct to PRA VOR and follow R-236 PRA until D8.8 PRA. Turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500' and 3000', then climb to 3000' and await ATC instructions.

MISSED APCH WITH LOST COMM: Climb direct to PRA VOR and follow R-236 PRA until D8.8 PRA. Turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 between 1500' and 3000', then continue following 118°. At R-211 CLE turn LEFT to intercept and follow inbound R-209 CLE direct to RULOS climbing to 4000' and hold.

In case of missed apch and missed communications failure climb to 3000' as soon as possible.

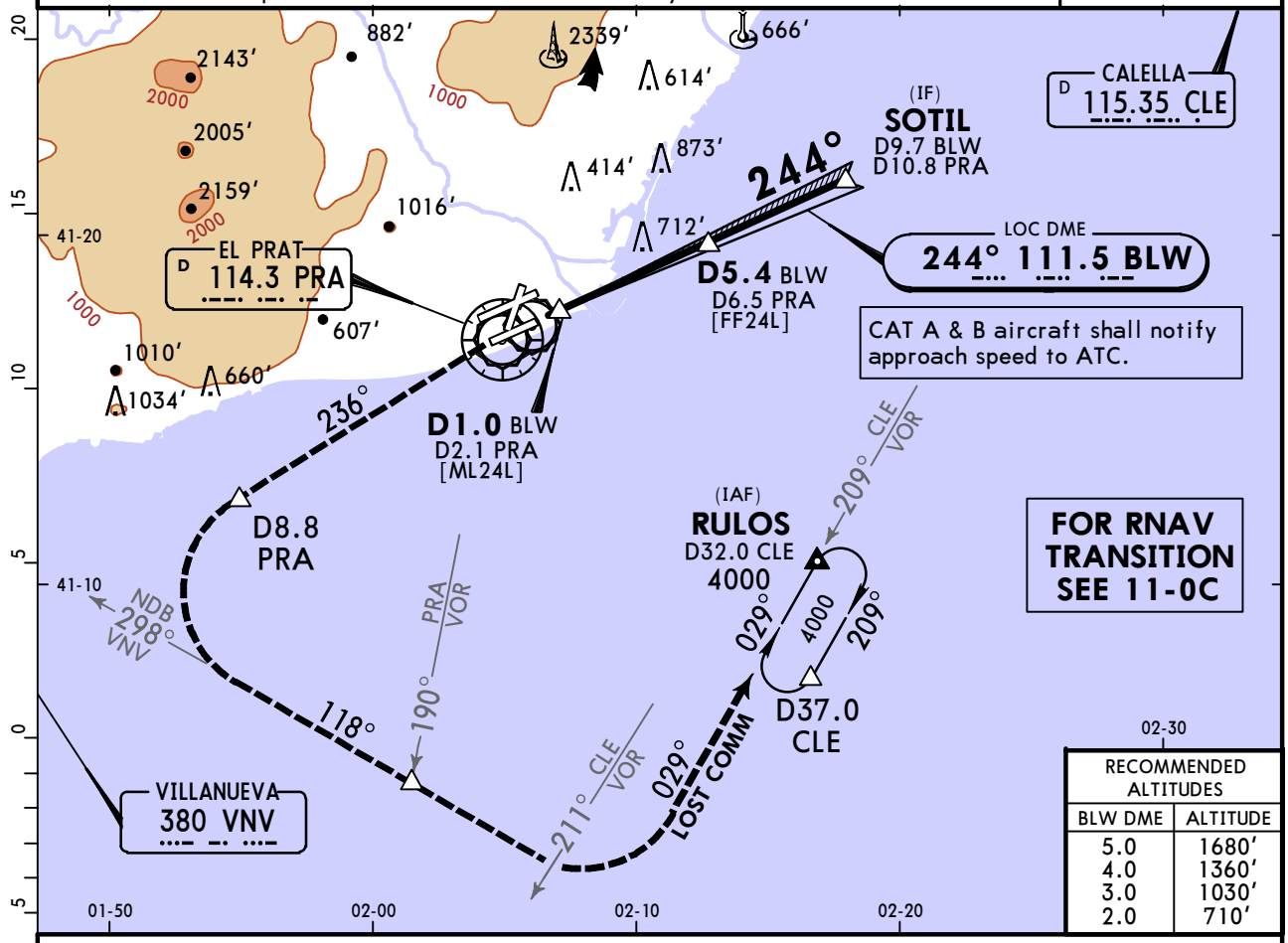
Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000'

1. VOR and DME required. 2. LOC DME reads zero at rwy 24L threshold.



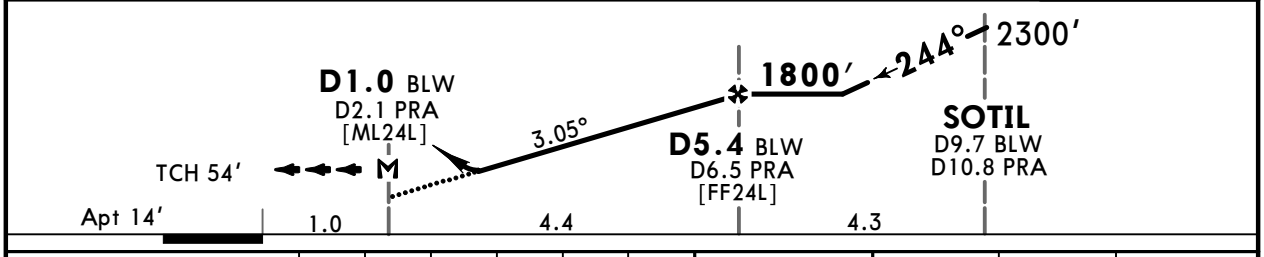
MSA PRA VOR

1 4300 within 15 NM



02-30

RECOMMENDED ALTITUDES	
BLW DME	ALTITUDE
5.0	1680'
4.0	1360'
3.0	1030'
2.0	710'



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D1.0 BLW/D2.1 PRA							

HIALS-II PAPI D PRA 114.3

PANS OPS

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 530' (516')

ALS out

			Max Kts	MDA(H)
A	R1500m		100	580' (566') V1500m
B			135	700' (686') V1600m
C	R1900m	R2400m	180	1080' (1066') V2400m
D			205	1300' (1286') V3600m

CIRCLE-TO-LAND
Not authorized
Northwest of airport

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed approach text.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-13) Eff 2 Nov

BARCELONA, SPAIN
ILS Z Rwy 24R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

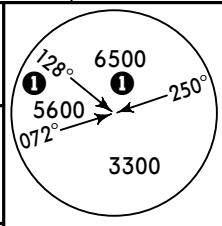
BRIEFING STRIP™

LOC BCA	Final Apch Crs	D6.9 BCA	ILS DA(H)	Apt Elev 14′
109.5	244°	2300′ (2290′)	Refer to Minimums	Rwy 10′

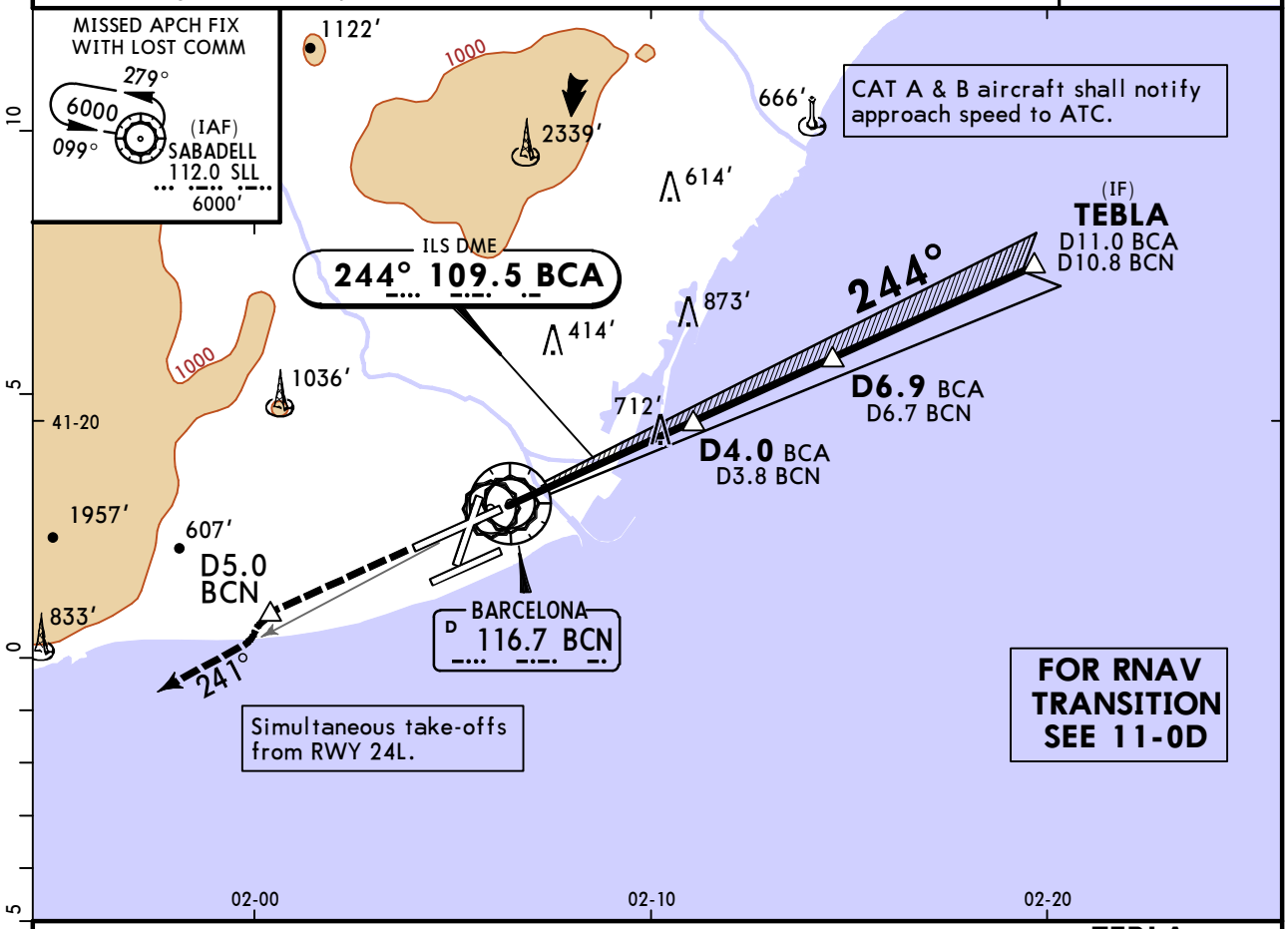
MISSED APCH: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-241 BCN and climb to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-241 BCN and climb to 3500′. Turn RIGHT direct to SLL VOR climbing to 6000′ and hold.

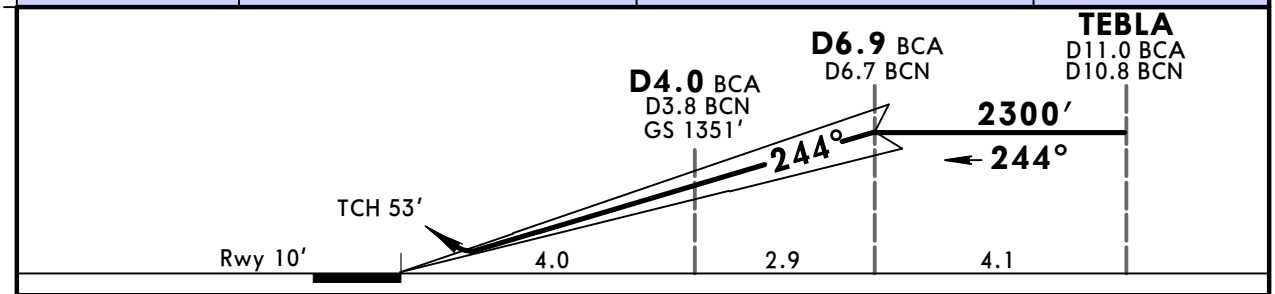
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required. 2. ILS DME reads zero at rwy 24R thresh.
3. Visual Segment Surface penetrated.



MSA BCN VOR
❶ 4700 within 15 NM





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

HIALS-II PAPI — D5.0 BCN on Rwy hdg

Std/State

STRAIGHT-IN LANDING
ILS
DA(H) A: 215′ (205′) C: 235′ (225′)
B: 227′ (217′) D: 246′ (236′)

CIRCLE-TO-LAND
Not authorized Northwest of airport

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C	❶ R550m	
D		

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1480′ (1466′) V2400m
205	1750′ (1736′) V3600m

PANS OPS

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: VSS note added.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-13AA

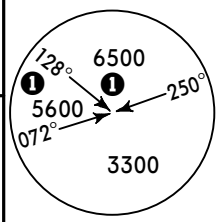
BARCELONA, SPAIN
CAT II/III ILS Z Rwy 24R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

LOC BCA	Final Apch Crs	D6.9 BCA	CAT III ILS	CAT II ILS	Apt Elev 14′
109.5	244°	2300′(2290′)	Refer to Minimums	Refer to Minimums	Rwy 10′

MISSED APCH: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-241 BCN and climb to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on rwy heading to D5.0 BCN. Turn LEFT to intercept R-241 BCN and climb to 3500′. Turn RIGHT direct to SLL VOR climbing to 6000′ and hold.



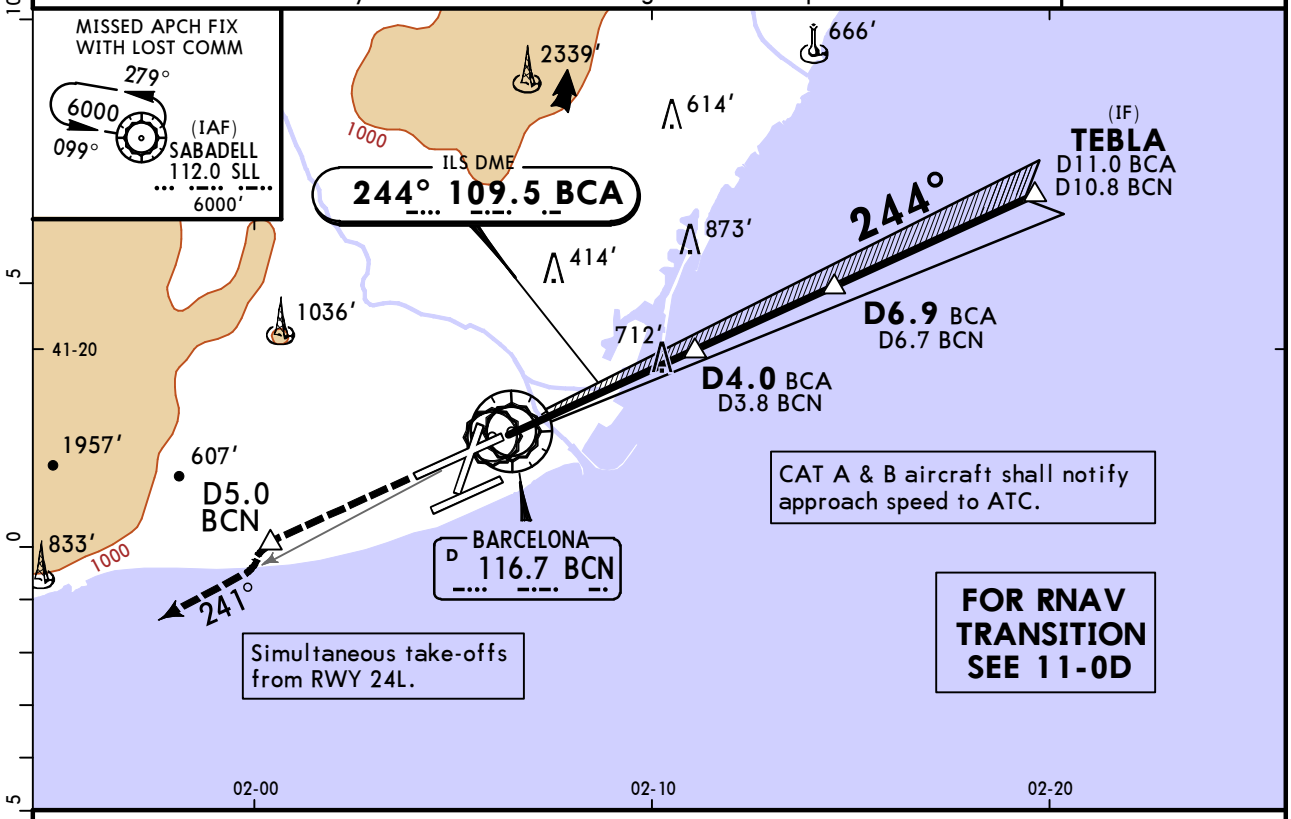
MSA BCN VOR

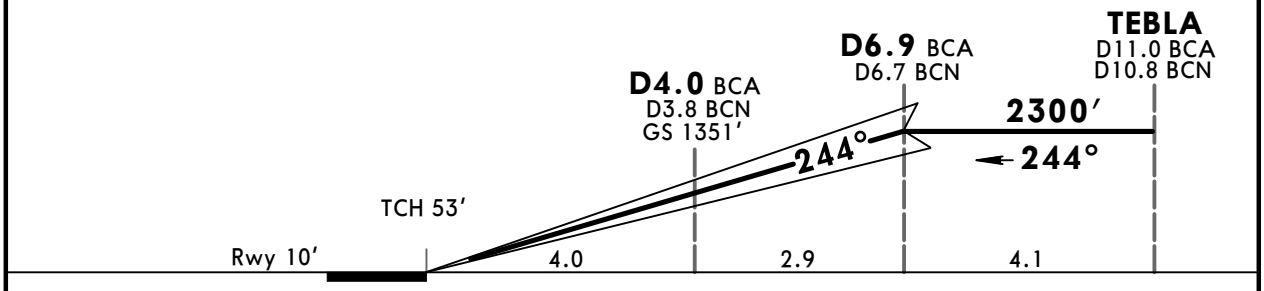
❶ 4700 within 15 NM

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

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 24R thresh. 4. Visual Segment Surface penetrated.

BRIEFING STRIP ™





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

HIALS-II
PAPI
D5.0 BCN on Rwy hdg

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
	RA 104′ DA(H) 110′(100′)	RA 119′ DA(H) 124′(114′)	RA 129′ DA(H) 136′(126′)	RA 146′ DA(H) 150′(140′)
R75m	R300m		R400m	

PANS OPS

CHANGES: VSS note added, CAT C DA(H) & RA.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-14) Eff 2 Nov

BARCELONA, SPAIN
ILS Y Rwy 24R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

BRIEFING STRIP™

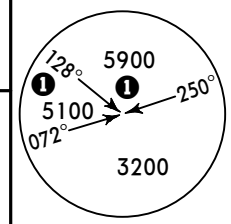
LOC BCA	Final Apch Crs	D6.9 BCA	DA(H) Refer to Minimums	Apt Elev 14′ Rwy 10′
109.5	244°	2300′ (2290′)		

MISSED APCH: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-248 PRA and climb to 3000′ and as directed.

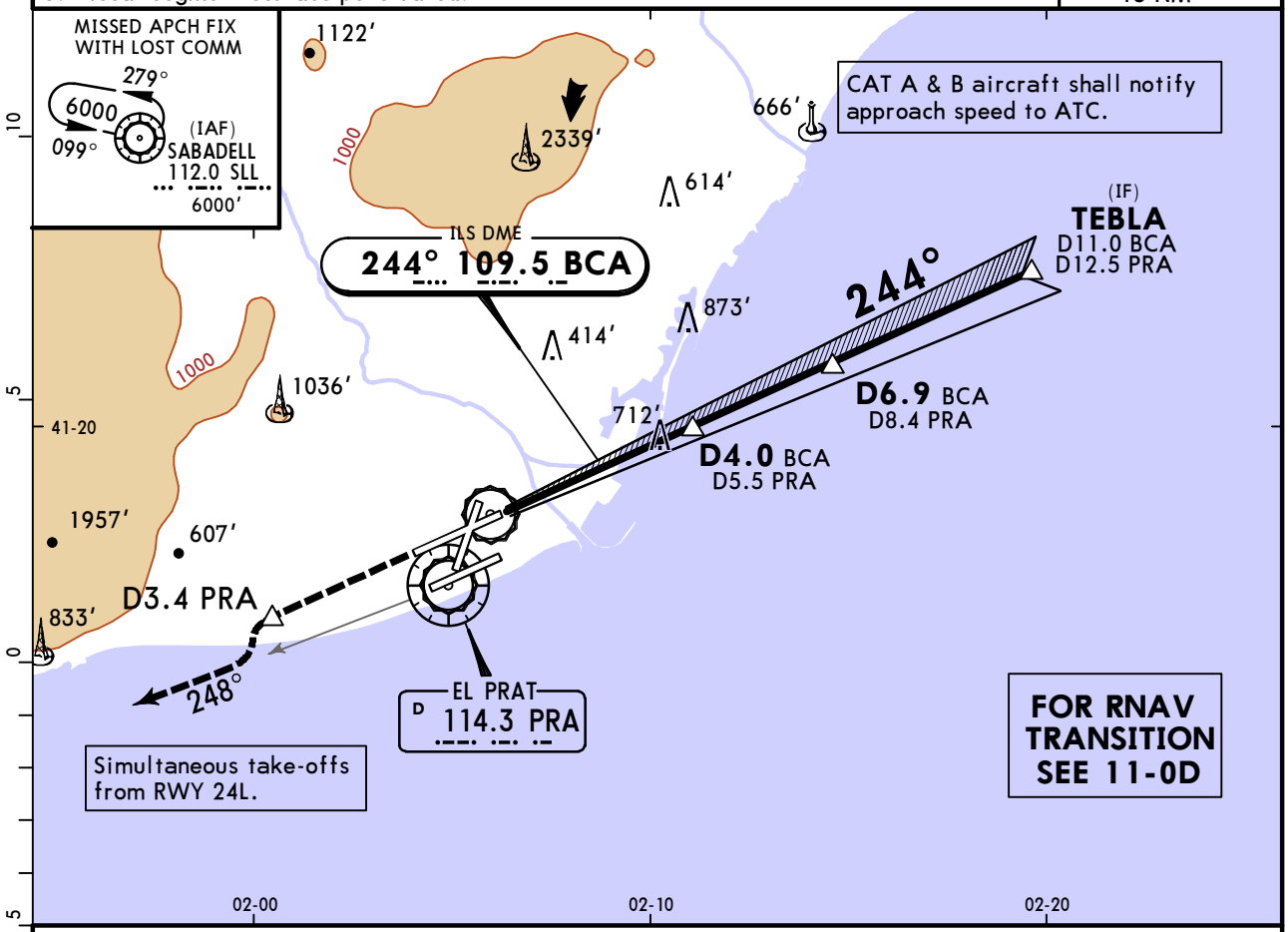
MISSED APCH WITH LOST COMM: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-248 PRA and climb to 3500′. Turn RIGHT direct to SLL VOR climbing to 6000′ and hold.

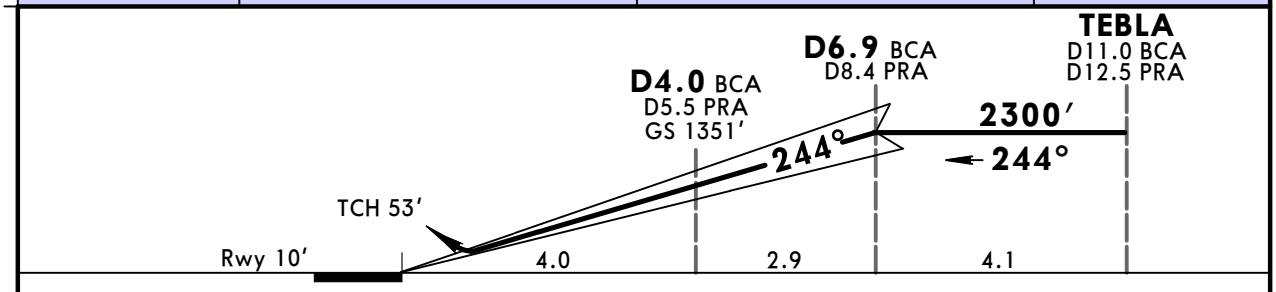
Alt Set: hPa | Rwy Elev: 0 hPa | Trans level: By ATC | Trans alt: 6000′

1. VOR and DME required. 2. ILS DME reads zero at rwy 24R thresh.
3. Visual Segment Surface penetrated.



MSA PRA VOR
❶ 4300 within 15 NM





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

HIALS-II PAPI D3.4 PRA on Rwy hdg

Std/State

STRAIGHT-IN LANDING
ILS
DA(H) A:215′(205′) C:235′(225′)
B:227′(217′) D:246′(236′)

CIRCLE-TO-LAND
Not authorized Northwest of airport

	TDZ or CL out	ALS out
A	R550m	❶ R550m	R1200m
B			
C			
D			

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1480′ (1466′) V2400m
205	1750′ (1736′) V3600m

❶ R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

PANS OPS

CHANGES: VSS note added.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN

27 OCT 23
Eff 2 Nov

11-14AA

BARCELONA, SPAIN
CAT II/III ILS Y Rwy 24R

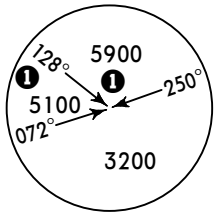
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

LOC BCA	Final Apch Crs	D6.9 BCA	CAT III ILS	CAT II ILS	Apt Elev 14′
109.5	244°	2300′(2290′)	Refer to Minimums	Refer to Minimums	Rwy 10′

BRIEFING STRIP™

MISSED APCH: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-248 PRA and climb to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on rwy heading to D3.4 PRA. Turn LEFT to intercept R-248 PRA and climb to 3500′. Turn RIGHT direct to SLL VOR climbing to 6000′ and hold.

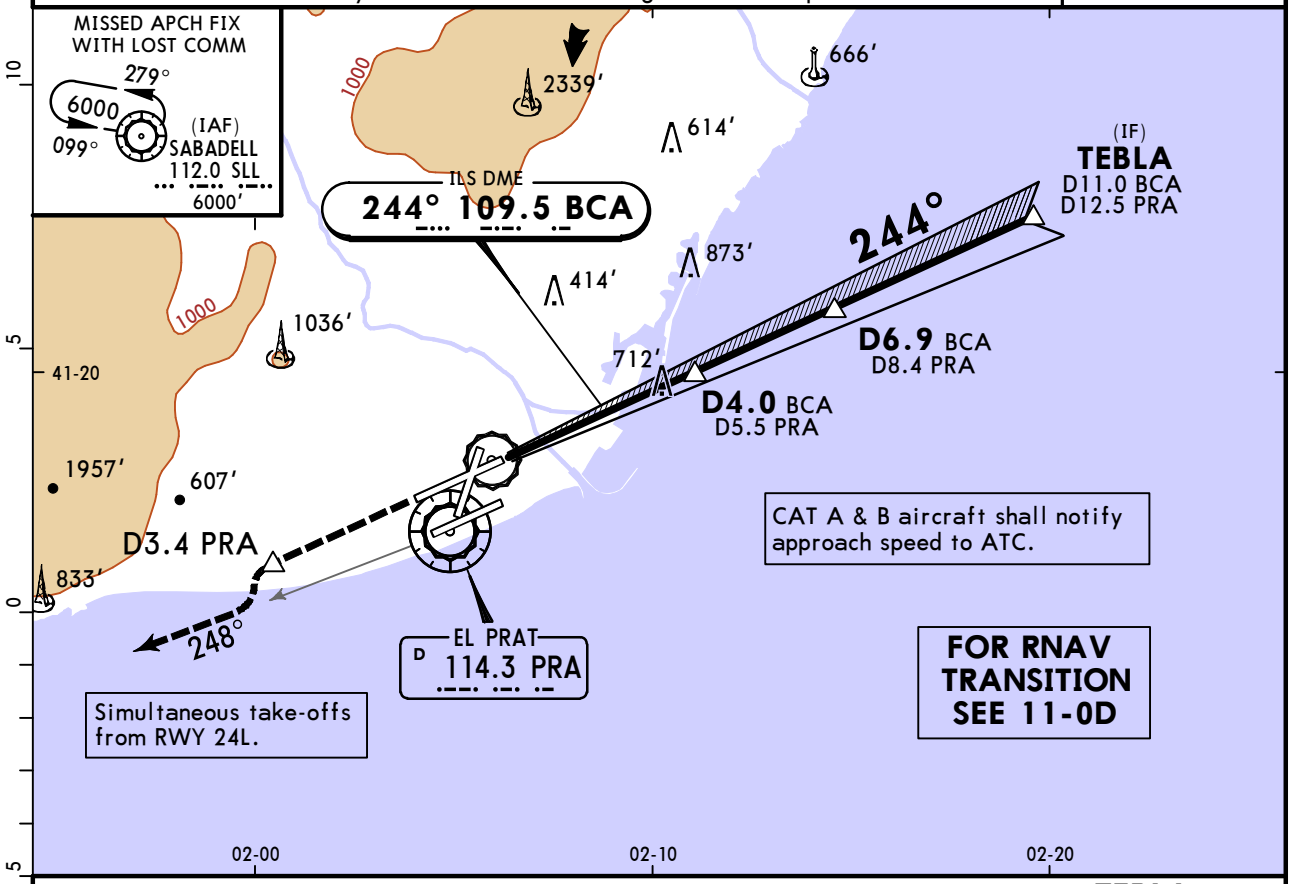


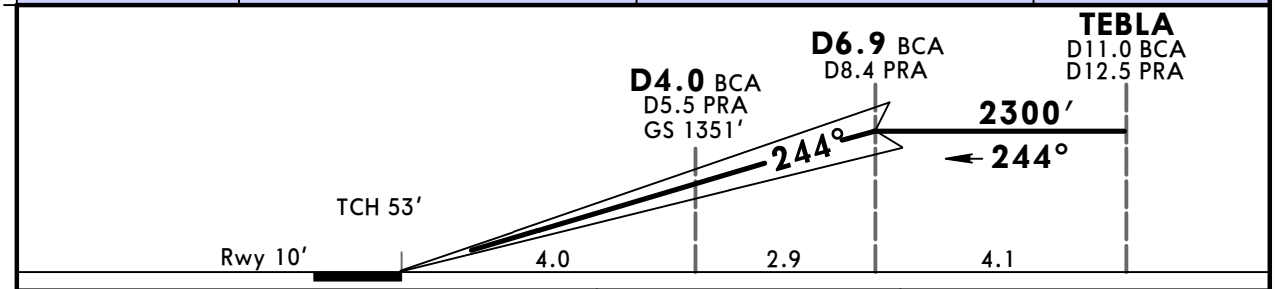
MSA PRA VOR

1 4300 within 15 NM

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

1. Special Aircrew & Aircraft Certification Required. 2. VOR and DME required. 3. ILS DME reads zero at rwy 24R thresh. 4. Visual Segment Surface penetrated.





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

HIALS-II
PAPI
D3.4 PRA on Rwy hdg

Std/State STRAIGHT-IN LANDING

CAT III ILS	CAT II ILS A	CAT II ILS B	CAT II ILS C	CAT II ILS D
	RA 104′ DA(H) 110′(100′)	RA 119′ DA(H) 124′(114′)	RA 129′ DA(H) 136′(126′)	RA 146′ DA(H) 150′(140′)
R75m	R300m		R400m	

PANS OPS

CHANGES: VSS note added, CAT C DA(H) & RA.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (11-15) Eff 2 Nov

BARCELONA, SPAIN
LOC Rwy 24R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

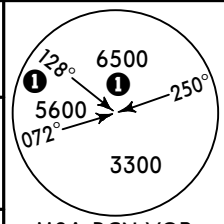
BRIEFING STRIP

LOC BCA	Final Apch Crs	D6.9 BCA	DA/MDA(H)	Apt Elev 14′
109.5	244°	2300′ (2286′)	530′ (516′)	

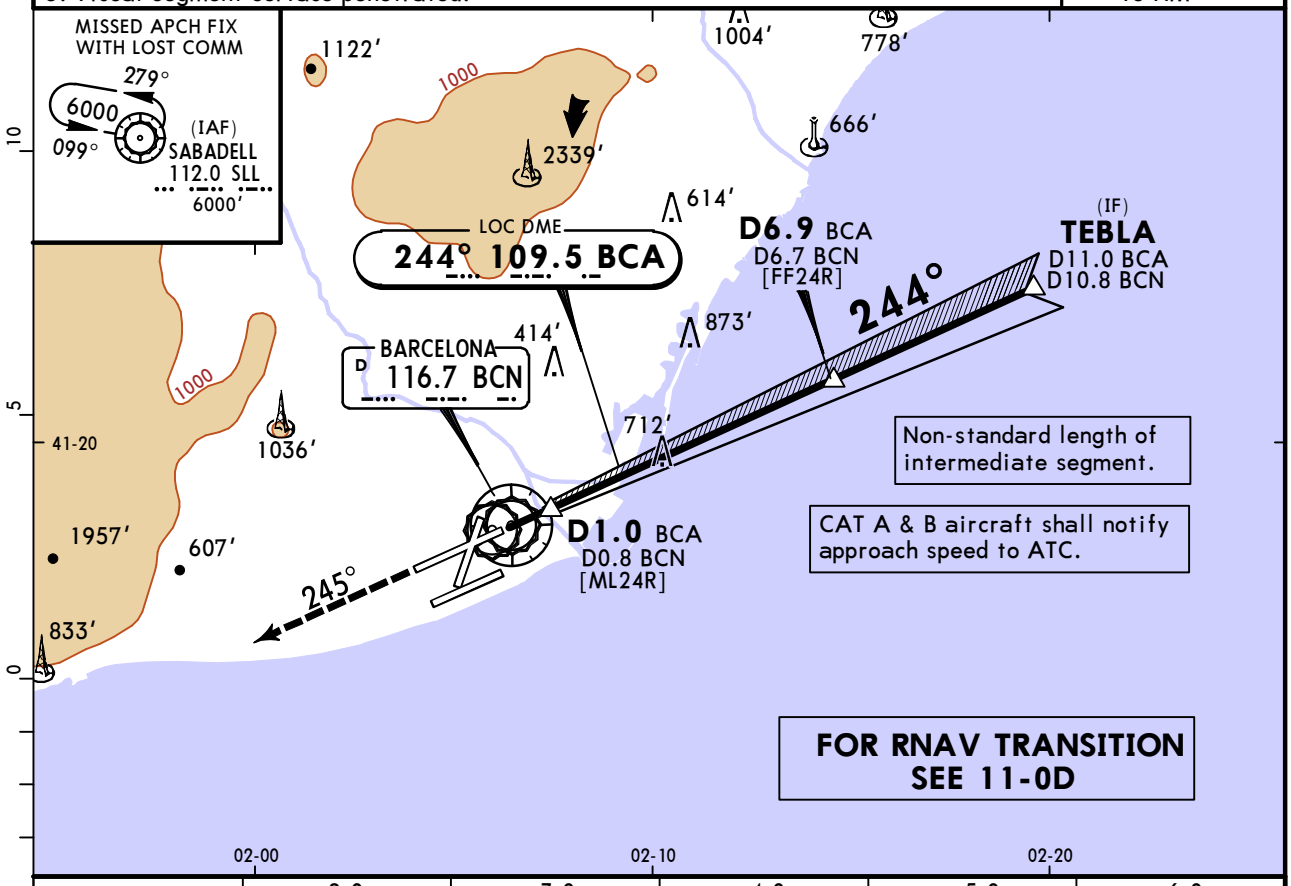
MISSED APCH: Climb on R-245 BCN to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on R-245 BCN to 3500′. Turn RIGHT direct to SLL VOR climbing to 6000′ and hold.

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′

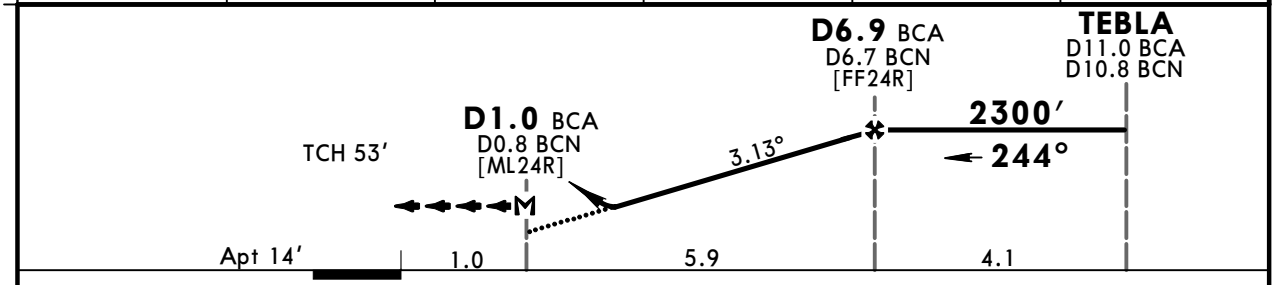
1. VOR and DME required. 2. LOC DME reads zero at rwy 24R threshold.
3. Visual Segment Surface penetrated.



MSA BCN VOR
1 4700 within 15 NM



BCA DME	2.0	3.0	4.0	5.0	6.0
ALTITUDE	730′	1060′	1390′	1730′	2060′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.13°	388	498	554	665	775	886
MAP at D1.0 BCA/D0.8 BCN							

HIALS-II
PAPI

3000′ on BCN 116.7 R-245

Std/State

STRAIGHT-IN LANDING
CDFA
1 DA/MDA(H) 530′ (516′)

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C	R1600m	R2400m
D		

CIRCLE-TO-LAND
Not authorized Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1480′ (1466′) V2400m
205	1750′ (1736′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 30 SEP 22 **Eff 6 Oct** (12-1)

BARCELONA, SPAIN
❶RNP Z Rwy 02 (LPV only)

BRIEFING STRIP™

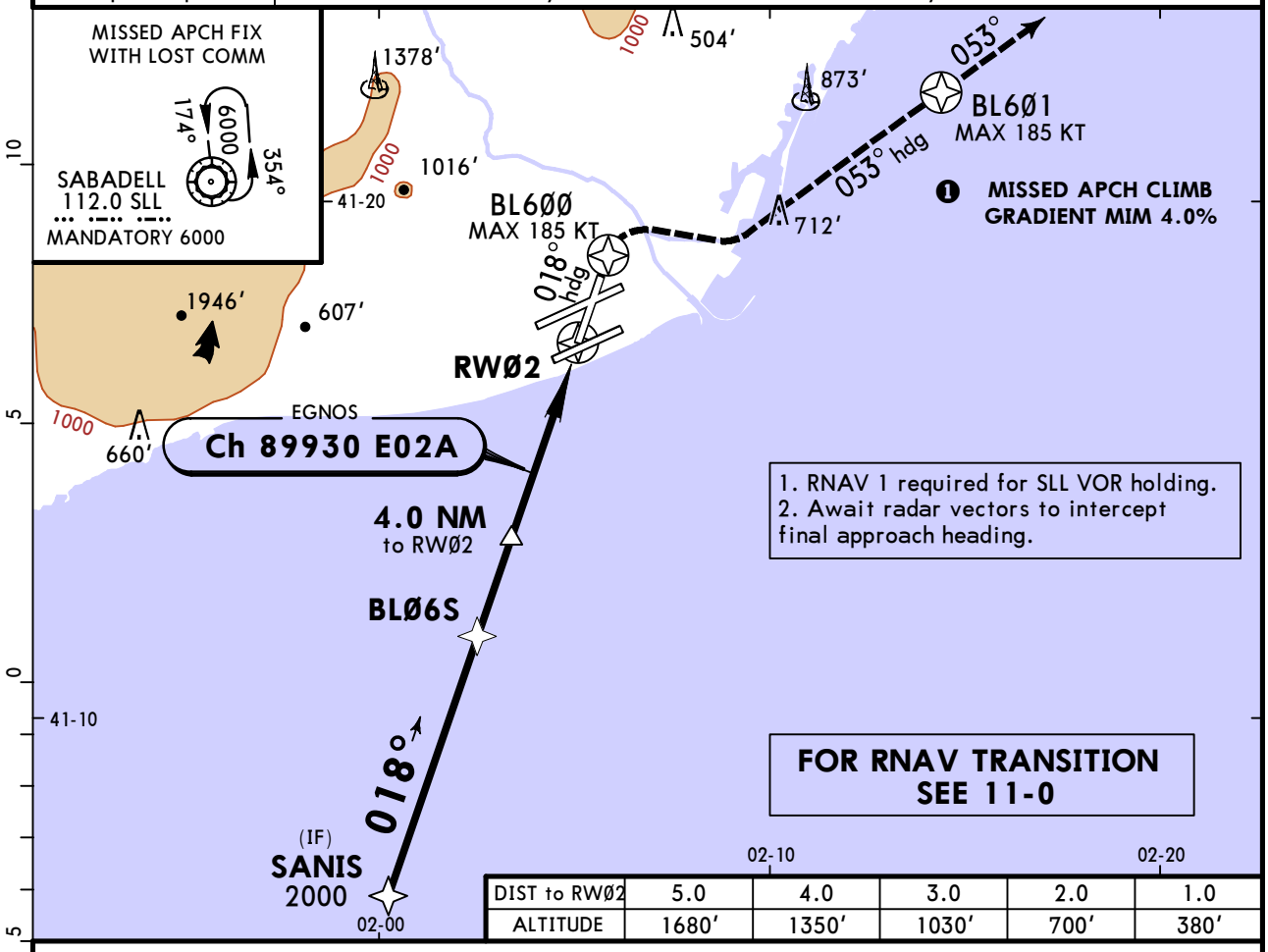
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	121.705

EGNOS	Final Apch Crs	BLØ6S	LPV CAT I DA(H)	Apt Elev 14′
Ch 89930 E02A	**018°**	**2000′** (1993′)	Refer to Minimums	Rwy 7′

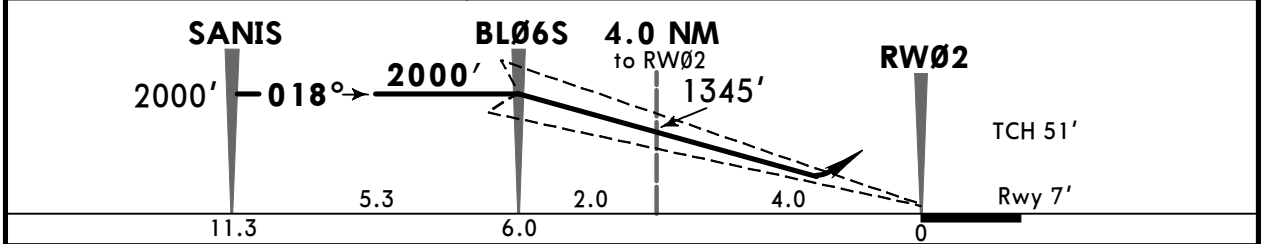
6400 MSA ARP

MISSED APCH: Climb on heading 018° to BL6ØØ (MAX 185 KT), turn RIGHT onto heading 053° to BL6Ø1 (MAX 185 KT), climb on 053° to 3000′ or above. Continue on heading 053° and wait for radar vectoring.
Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.
MISSED APCH WITH LOST COMM: Climb on heading 018° to BL6ØØ (MAX 185 KT), turn RIGHT onto heading 053° to BL6Ø1 (MAX 185 KT), climb on 053° to 4000′ or above, turn LEFT (MAX 185 KT), direct to SLL VOR at 6000′ to join holding.

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RWØ2	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1680′	1350′	1030′	700′	380′



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

HIALS PAPI PAPI

BL6ØØ on **018°** hdg

185 KT MAX

Std/State

STRAIGHT-IN LANDING
LPV CAT I

DA(H) A: **299′** (292′) C: **319′** (312′)
B: **311′** (304′) D: **330′** (323′)

CIRCLE-TO-LAND
Not authorized Northwest of airport

		ALS out
A	❶ R650m	R1400m
B	❶ R700m	
C		
D	R800m	R1500m

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Missed apch, crossing altitude at SLL VOR.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN
30 SEP 22 (12-2) Eff 6 Oct

BARCELONA, SPAIN
ⓘ RNP Y Rwy 02

BRIEFING STRIP ™

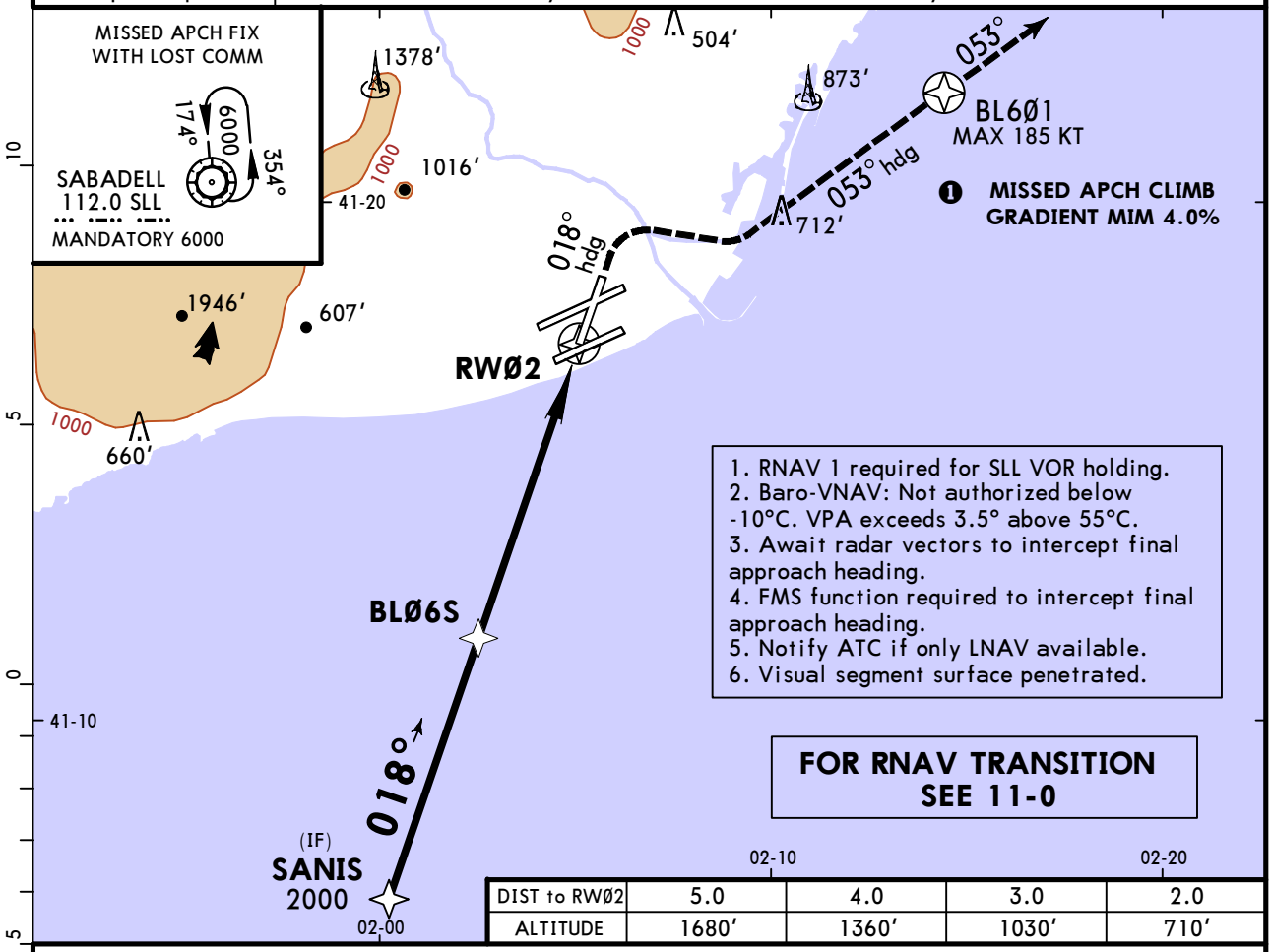
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	N 121.705

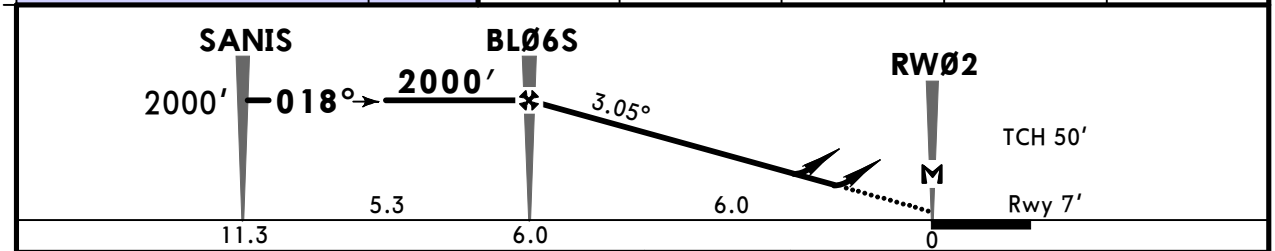
MSA: 6400 ARP

RNAV	Final Apch Crs 018°	BLØ6S 2000′ (1993′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 14′ Rwy 7′

MISSED APCH: Climb on heading 018° to 500′ or above (MAX 185 KT), turn RIGHT onto heading 053° to BL6Ø1 (MAX 185 KT), climb on 053° to 3000′ or above. Continue on heading 053° and wait for radar vectoring. Do not turn before MAP.
Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.
MISSED APCH WITH LOST COMM: Climb on heading 018° to 500′ or above (MAX 185 KT), turn RIGHT onto heading 053° to BL6Ø1 (MAX 185 KT), climb on 053° to 4000′ or above, turn LEFT (MAX 185 KT), direct to SLL VOR at 6000′ to join holding. Do not turn before MAP.

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at RWØ2						

HIALS
PAPI PAPI

500′ on 018° hdg

185 KT MAX

Std/State STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: 337′ (330′) C: 417′ (410′)
B: 347′ (340′) D: 437′ (430′)

LNAV CDFA
ⓘ DA/MDA(H) 460′ (453′)

CIRCLE-TO-LAND
Not authorized Northwest of airport

	ALS out		ALS out
A	R800m	R1500m	R1500m
B			
C	R1200m	R1900m	R1400m / R2100m
D	R1300m	R2000m	

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

ⓘ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Missed apch, crossing altitude at SLL VOR.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN
7 JUL 23
Eff 13 Jul

12-3

BARCELONA, SPAIN
RNP Z Rwy 06L (LPV only)

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

BRIEFING STRIP

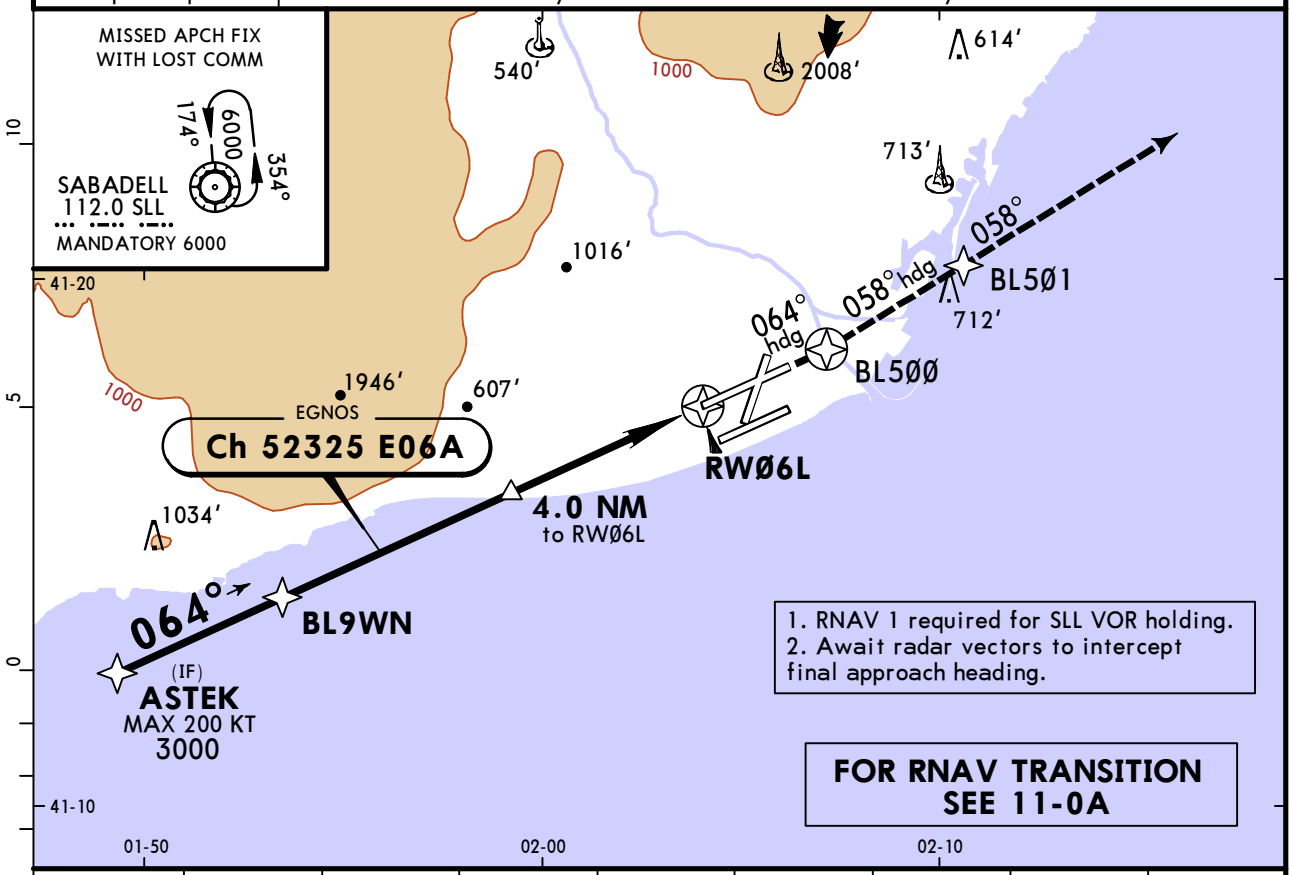
EGNOS	Final Apch Crs	BL9WN	LPV DA(H) Refer to Minimums	Apt Elev 14′ / Rwy 8′
Ch 52325 E06A	064°	3000′ (2992′)		

MISSED APCH: Climb on hdg 064° to BL5ØØ, to BL5Ø1 on hdg 058°, climb on 058° to 3000′ or above. Continue on hdg 058° and wait for radar vectoring. Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.

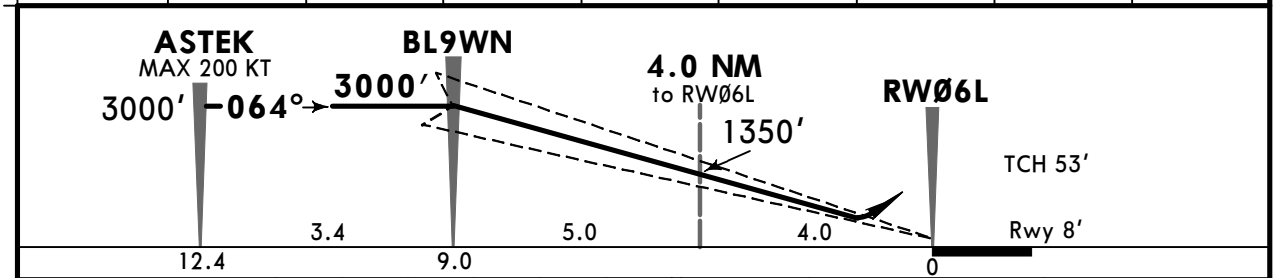
MISSED APCH WITH LOST COMM: Climb on hdg 064° to BL5ØØ, to BL5Ø1 on hdg 058°, climb on 058° to 4000′ or above, turn LEFT direct to SLL VOR at 6000′ to join holding.

6400
MSA ARP

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RWØ6L	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2670′	2340′	2010′	1680′	1350′	1030′	710′	390′



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

HIALS-II
PAPI PAPI
REIL

BL5ØØ on 064° hdg

BL5Ø1 on 058° hdg

Std/State

STRAIGHT-IN LANDING
1 LPV

DA(H) A: 242′ (234′) C: 262′ (254′)
B: 254′ (246′) D: 273′ (265′)

CIRCLE-TO-LAND
Not authorized Northwest of airport

	TDZ or CL out	ALS out
A	R550m	R1200m
B		
C	R600m	R1300m
D		

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

PANS OPS

1 LPV (VAL 35m) 2 R750m when a Flight Director or Autopilot or HUDLS to DA is not used.

CHANGES: PAPI.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 7 JUL 23 (12-4) Eff 13 Jul

BARCELONA, SPAIN
RNP Y Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

BRIEFING STRIP™

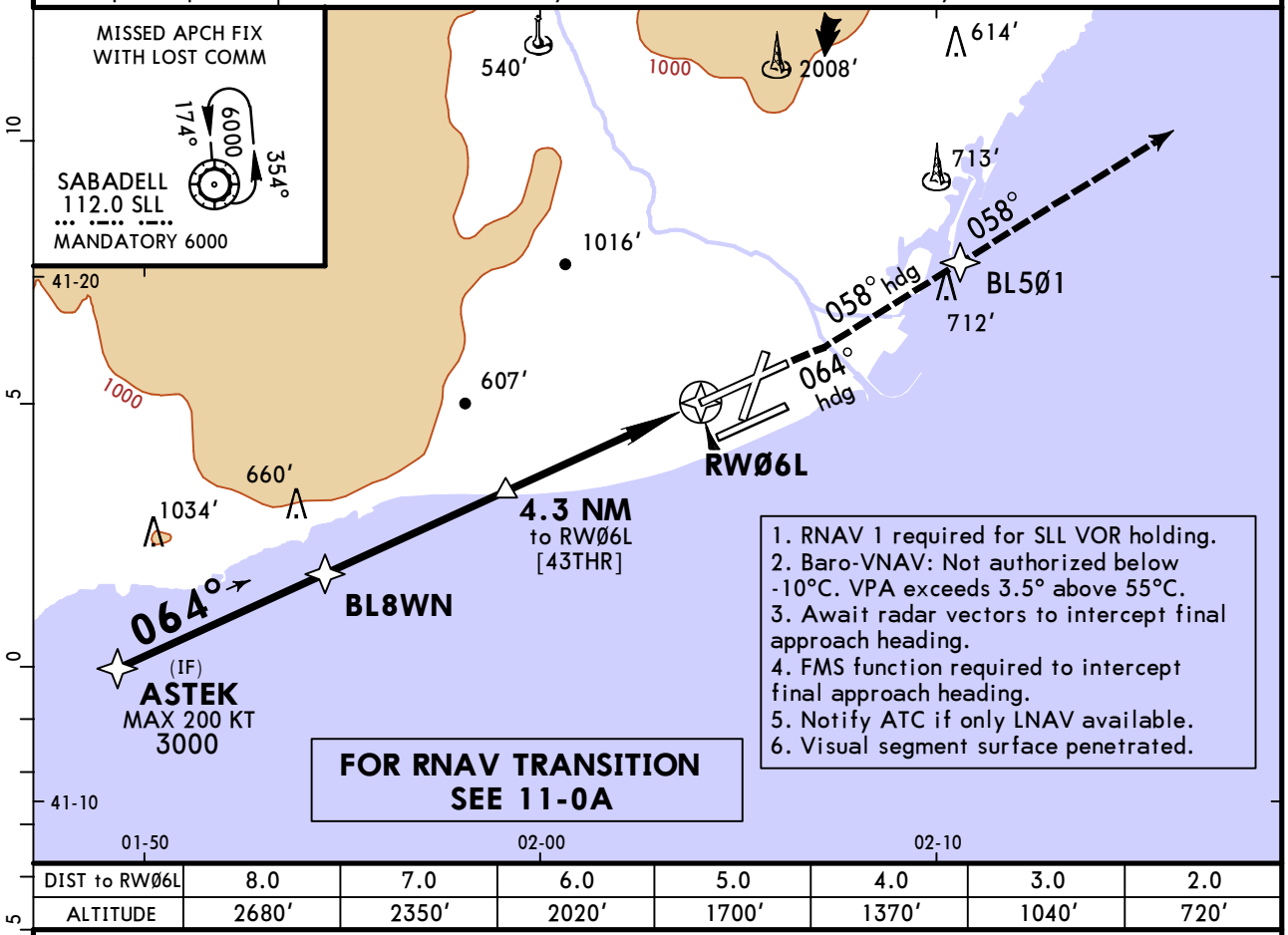
RNAV	Final Apch Crs 064°	BL8WN 2700′ (2692′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′

MISSED APCH: Climb on hdg 064° to 500′ or above, to BL5Ø1 on hdg 058°, climb on 058° to 3000′ or above. Continue on hdg 058° and wait for radar vectoring. Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.

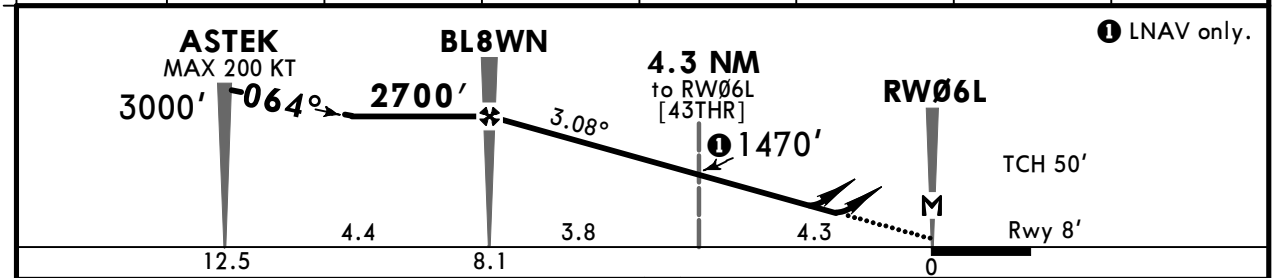
MISSED APCH WITH LOST COMM: Climb on hdg 064° to 500′ or above, to BL5Ø1 on hdg 058°, climb on 058° to 4000′ or above, turn LEFT direct to SLL VOR at 6000′ to join holding.

6400
MSA ARP

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RWØ6L	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2680′	2350′	2020′	1700′	1370′	1040′	720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	381	490	545	654	763	872
MAP at RWØ6L							

HIALS-II
PAPI PAPI
REIL

500′ on 064° hdg

BL5Ø1 on 058° hdg

Std/State

STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: 348′ (340′) C: 368′ (360′)
B: 358′ (350′) D: 378′ (370′)

LNAV
CDFA
1 DA/MDA(H) 460′ (452′)

	TDZ or CL out	ALS out	TDZ or CL out	ALS out
A	R800m	R800m	R1500m	R1400m	R1400m	R1500m
B	R900m	R900m				
C			R1600m			R2100m
D	R1000m	R1000m	R1700m			

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: PAPI.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 30 SEP 22 Eff 6 Oct

BARCELONA, SPAIN
12-5 RNP Z Rwy 06R (LPV only)

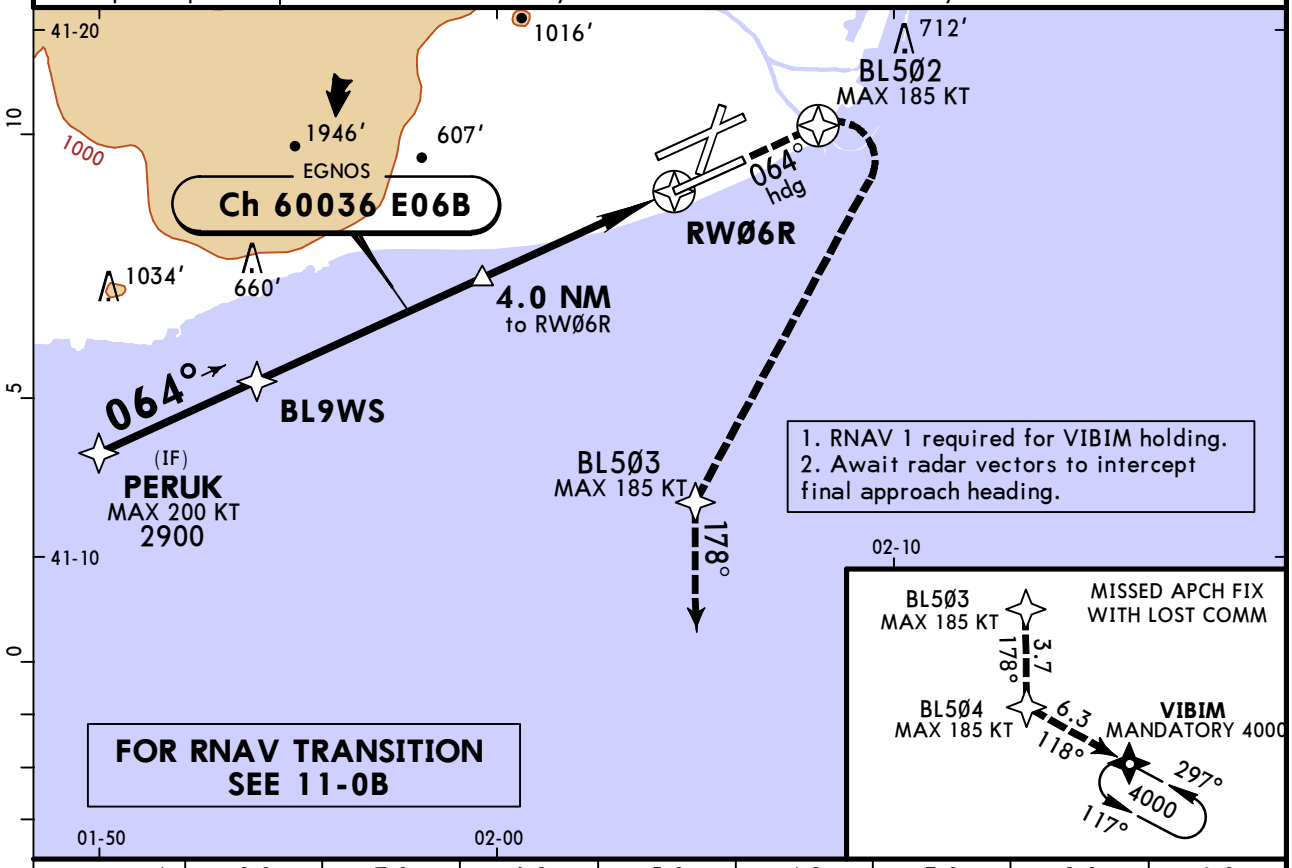
D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

EGNOS	Final Apch Crs	BL9WS	LPV CAT I DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′
Ch 60036 E06B	064°	2900′ (2892′)		

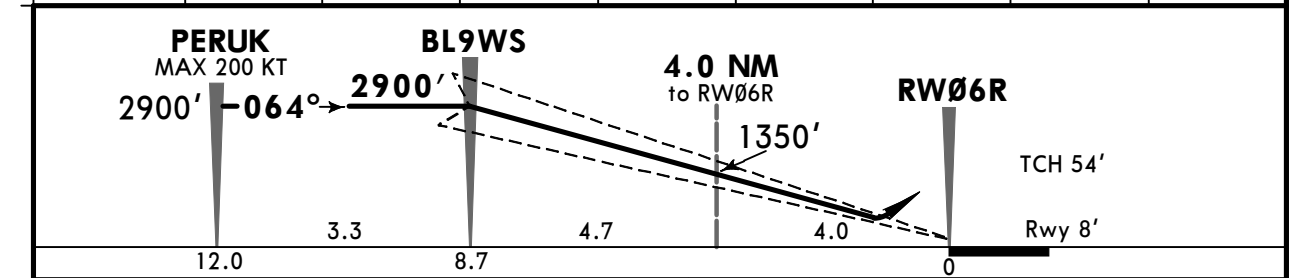
6400
MSA ARP

MISSED APCH: Climb on heading 064° to BL5Ø2 (MAX 185 KT), turn RIGHT direct to BL5Ø3 (MAX 185 KT), climb on 178° to 3000′ or above. Continue on heading 178° and wait for radar vectoring.
Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.
MISSED APCH WITH LOST COMM: Climb on heading 064° to BL5Ø2 (MAX 185 KT), turn RIGHT direct to BL5Ø3 (MAX 185 KT), to BL5Ø4 (MAX 185 KT), turn LEFT to VIBIM at 4000′ to join holding.

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RWØ6R	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	2670′	2340′	2010′	1680′	1360′	1030′	710′	390′



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

HIALS-II PAPI

BL5Ø2 on 064° hdg

MAX 185 KT

Std/State

STRAIGHT-IN LANDING
LPV CAT I

DA(H) A: **238′** (230′) C: **258′** (250′)
B: **250′** (242′) D: **269′** (261′)

	TDZ or CL out	ALS out
A	R550m	R1200m
B	R550m	R1300m
C	R550m	R1300m
D	R600m	R1300m

CIRCLE-TO-LAND

Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

PANS OPS

CHANGES: Missed apch, crossing altitude at VIBIM.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 30 SEP 22 (12-6) Eff 6 Oct

BARCELONA, SPAIN
RNP Y Rwy 06R

BRIEFING STRIP TM

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

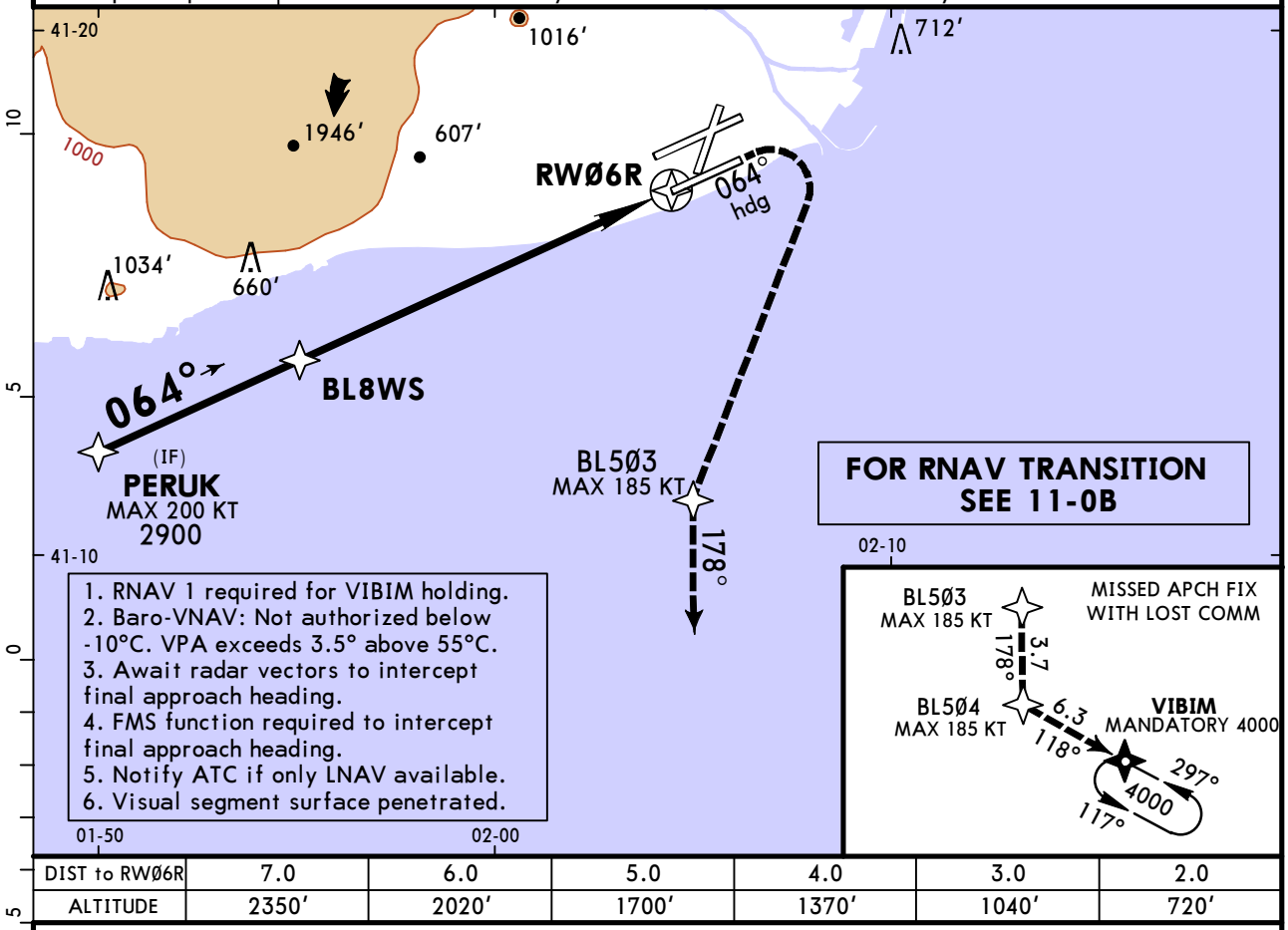
RNAV	Final Apch Crs 064°	BL8WS 2600′ (2592′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′

6400

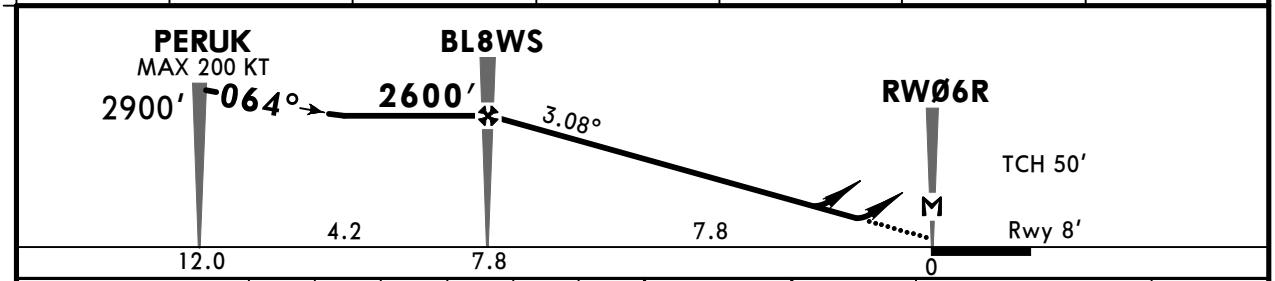
MSA ARP

MISSED APCH: Climb on heading 064° to 500′ or above (MAX 185 KT), turn RIGHT direct to BL5Ø3 (MAX 185 KT), climb on 178° to 3000′ or above. Continue on heading 178° and wait for radar vectoring.
Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.
MISSED APCH WITH LOST COMM: Climb on heading 064° to 500′ or above (MAX 185 KT), turn RIGHT direct to BL5Ø3 (MAX 185 KT), to BL5Ø4 (MAX 185 KT), turn LEFT to VIBIM at 4000′ to join holding.

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RWØ6R	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2350′	2020′	1700′	1370′	1040′	720′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.08°	381	490	545	654	763	872
MAP at RWØ6R							

HIALS-II PAPI

500′ on 064° hdg

MAX 185 KT

Std/State

STRAIGHT-IN LANDING

DA(H)	LNAV/VNAV	LNAV
A:	348′ (340′)	C: 368′ (360′)
B:	358′ (350′)	D: 378′ (370′)
1 DA/MDA(H)		460′ (452′)

CIRCLE-TO-LAND
Not authorized
Northwest of airport

	ALS out		ALS out
A	R800m	R1500m	R1500m
B	R900m		
C		R1600m	R1400m
D	R1000m	R1700m	R2100m

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

PANS OPS

CHANGES: Missed apch, crossing altitude at VIBIM.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN
30 SEP 22
Eff 6 Oct

BARCELONA, SPAIN
(12-7) RNP Z Rwy 24L (LPV only)

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

EGNOS	Final Apch Crs	BL5ES	LPV CAT I DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′
Ch 42213 E24A	244°	1800′ (1792′)		

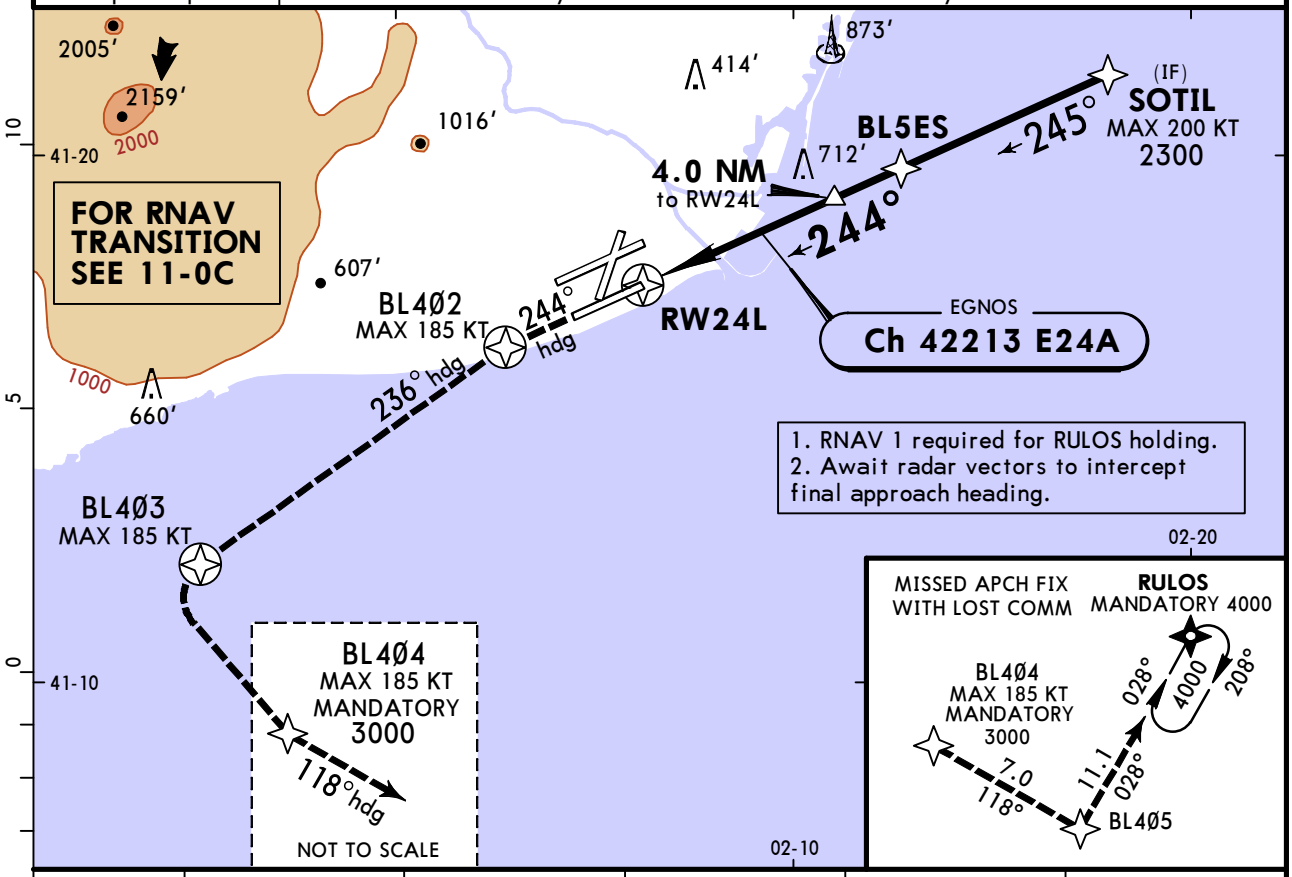
BRIEFING STRIP™

MISSED APCH: Climb on heading 244° to BL4Ø2 (MAX 185 KT), on heading 236° to BL4Ø3 (MAX 185 KT), turn LEFT direct to BL4Ø4 at 3000′ (MAX 185 KT), continue on heading 118° and wait for radar vectoring.

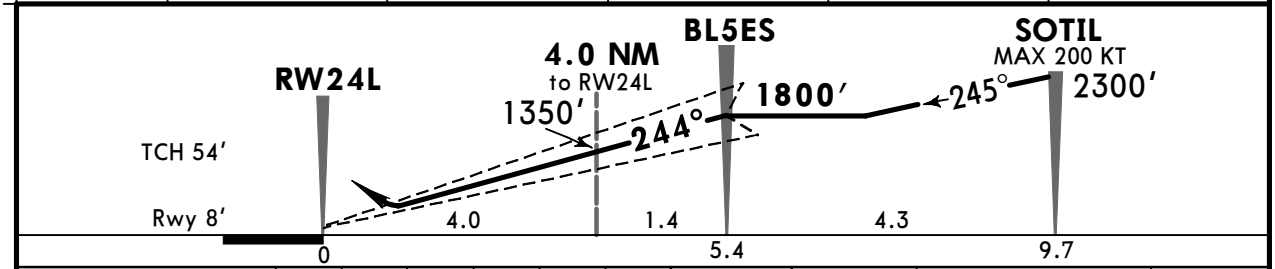
MISSED APCH WITH LOST COMM: Climb on heading 244° to BL4Ø2 (MAX 185 KT), on heading 236° to BL4Ø3 (MAX 185 KT), turn LEFT direct to BL4Ø4 at 3000′ (MAX 185 KT), to BL 4Ø5, turn LEFT to RULOS at 4000′ to join holding.

6400
MSA ARP

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RW24L	1.0	2.0	3.0	4.0	5.0
ALTITUDE	390′	710′	1030′	1360′	1680′



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

HIALS-II
PAPI

BL4Ø2 on 244° hdg

MAX 185 KT

PANS OPS

Std/State

STRAIGHT-IN LANDING
LPV CAT I

DA(H) AB: **208′** (200′) C: **215′** (207′) D: **226′** (218′)

	ALS out
A	R750m
B	
C	R1200m
D	R800m

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

CHANGES: Crossing altitudes at BL4Ø4 and RULOS.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 30 SEP 22 (12-8) Eff 6 Oct

BARCELONA, SPAIN
RNP Y Rwy 24L

BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

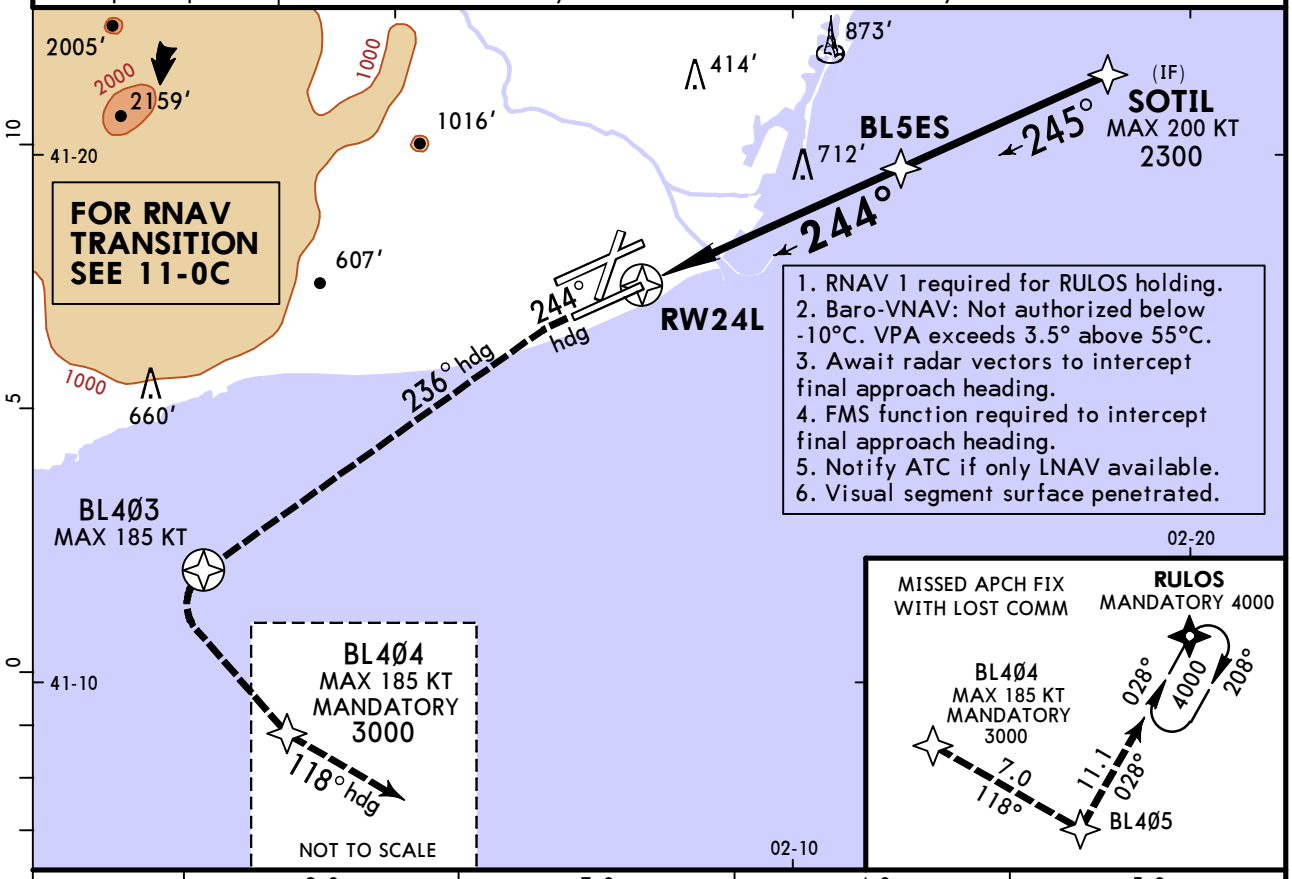
RNAV	Final Apch Crs 244°	BL5ES 1800′ (1792′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 14′ Rwy 8′

MISSED APCH: Climb on heading 244° to 600′ or above (MAX 185 KT), on heading 236° to BL4Ø3 (MAX 185 KT), turn LEFT direct to BL4Ø4 at 3000′ (MAX 185 KT), continue on heading 118° and wait for radar vectoring.

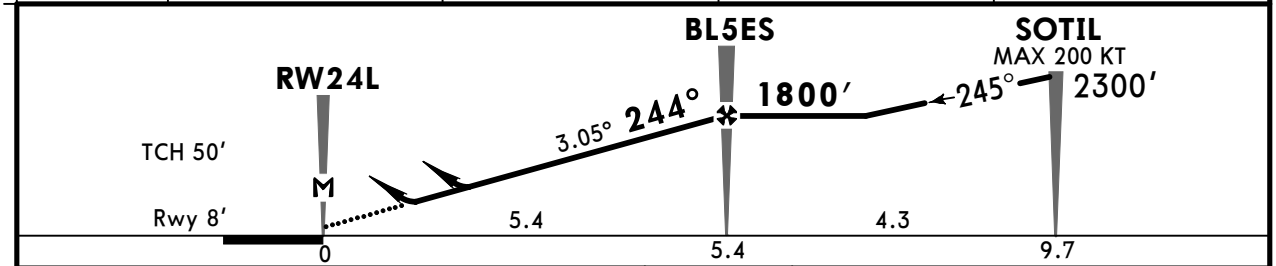
MISSED APCH WITH LOST COMM: Climb on heading 244° to 600′ or above (MAX 185 KT), on heading 236° to BL4Ø3 (MAX 185 KT), turn LEFT direct to BL4Ø4 at 3000′ (MAX 185 KT), to BL4Ø5, turn LEFT to RULOS at 4000′ to join holding.

6400
MSA ARP

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



DIST to RW24L	2.0	3.0	4.0	5.0
ALTITUDE	710′	1030′	1360′	1680′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at RW24L						

HIALS-II
PAPI

600′ on 244° hdg

MAX 185 KT

Std/State

STRAIGHT-IN LANDING

	LNAV/VNAV		LNAV	
DA(H)	A: 398′ (390′) C: 418′ (410′)		1 DA/MDA(H) 510′ (502′)	
	B: 408′ (400′) D: 428′ (420′)			
	ALS out		ALS out	
A	R1400m	R1500m	R1500m	
B				
C	R1500m	R1900m	R1900m	R2400m
D				

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1080′ (1066′) V2400m
205	1300′ (1286′) V3600m

PANS OPS

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Crossing altitudes at BL4Ø4 and RULOS.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 30 SEP 22 **Eff 6 Oct**

BARCELONA, SPAIN
(12-9) RNP Z Rwy 24R (LPV only)

BRIEFING STRIP™

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

EGNOS	Final Apch Crs	BL7EN	LPV CAT I DA(H) Refer to Minimums	Apt Elev 14′ / Rwy 10′
Ch 94669 E24B	244°	2300′ (2290′)		

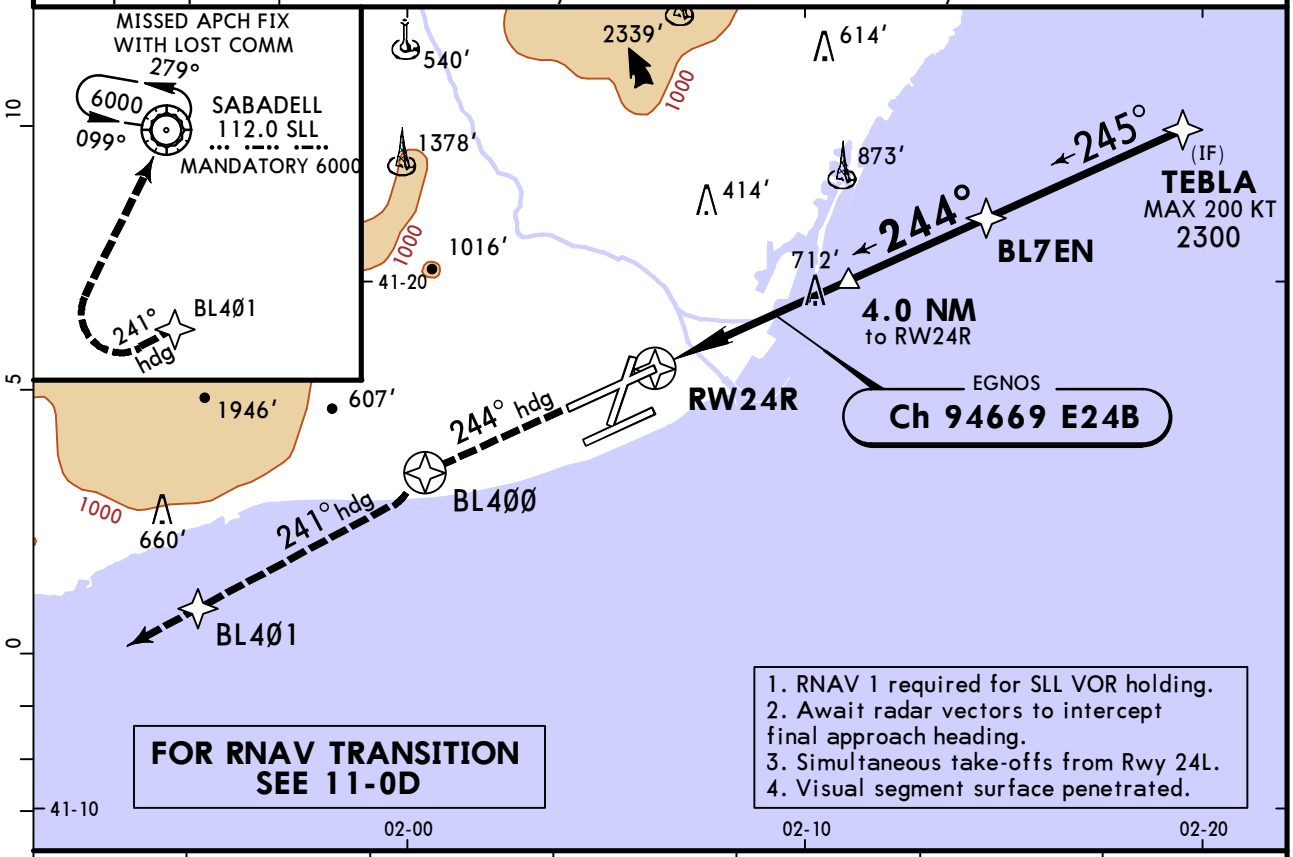
6400

MSA ARP

MISSED APCH: Climb on heading 244° to BL4ØØ, on heading 241° to BL4Ø1, continue on heading 241° to 3000′ or above and wait for radar vectoring. Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.

MISSED APCH WITH LOST COMM: Climb on heading 244° to BL4ØØ, on heading 241° to BL4Ø1, continue on heading 241° to 3500′ or above, turn RIGHT direct to SLL VOR at 6000′ to join holding.

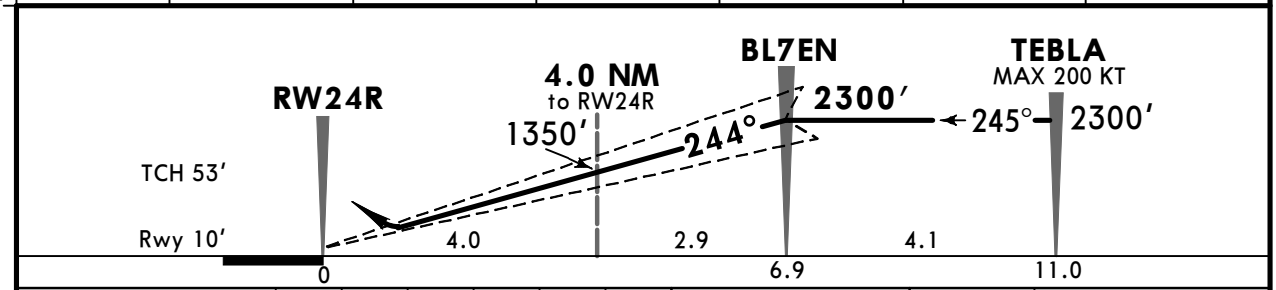
RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



1. RNAV 1 required for SLL VOR holding.
2. Await radar vectors to intercept final approach heading.
3. Simultaneous take-offs from Rwy 24L.
4. Visual segment surface penetrated.

FOR RNAV TRANSITION SEE 11-0D

DIST to RW24R	1.0	2.0	3.0	4.0	5.0	6.0
ALTITUDE	390′	710′	1030′	1360′	1680′	2010′



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

HIALS-II
PAPI
BL4ØØ on 244° hdg

PANS OPS

Std/State

STRAIGHT-IN LANDING
LPV CAT I

DA(H) A: **210′** (200′) C: **223′** (213′)
B: **215′** (205′) D: **234′** (224′)

	TDZ or CL out	ALS out
A, B, C, D	R550m	[1] R550m	R1200m

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1080′ (1066′) V2400m
205	1300′ (1286′) V3600m

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Missed apch, crossing altitude at SLL VOR.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 30 SEP 22 (12-10) Eff 6 Oct

BARCELONA, SPAIN
RNP Y Rwy 24R

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

BRIEFING STRIP™

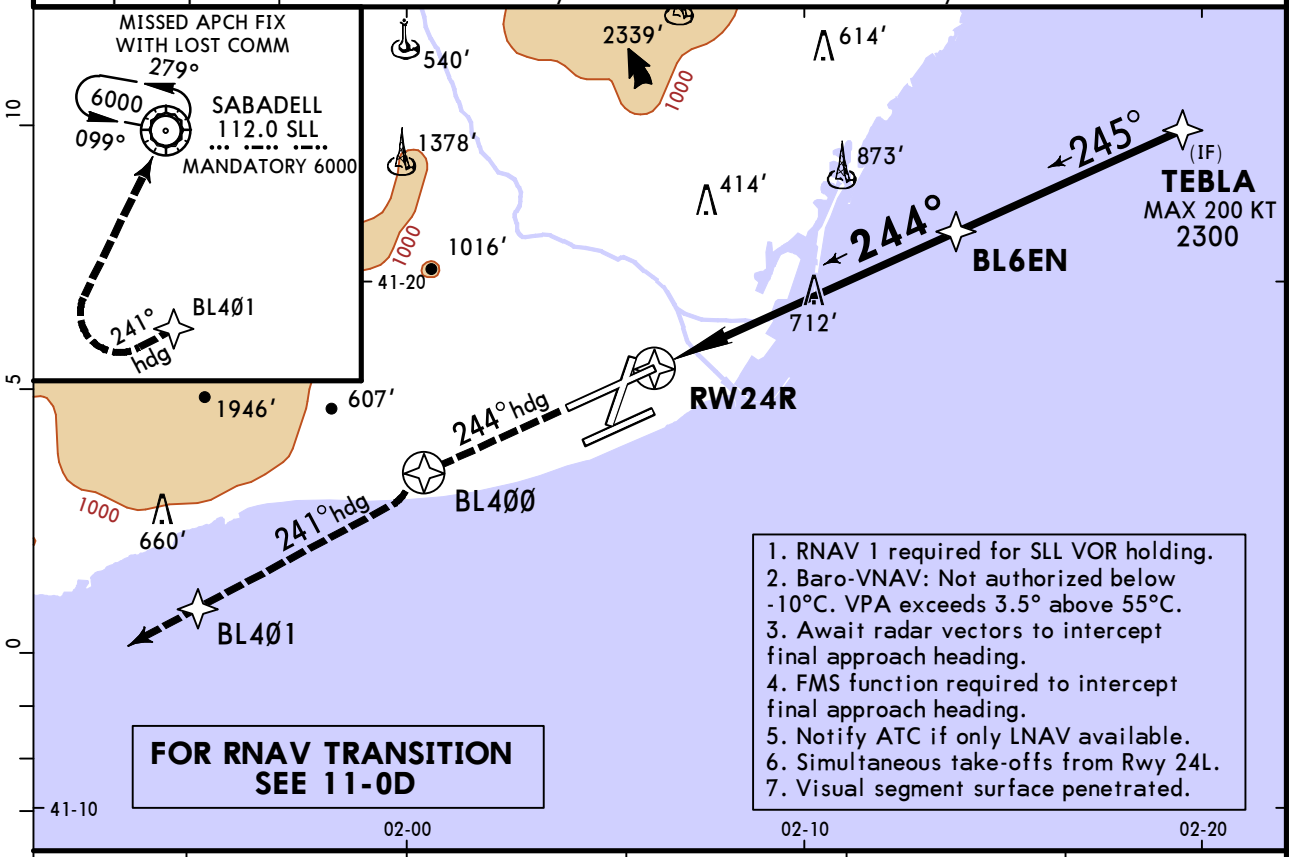
RNAV	Final Apch Crs 244°	BL6EN 2100′ (2090′)	LNAV/VNAV DA(H) Refer to Minimums	Apt Elev 14′ Rwy 10′

MISSED APCH: Climb on heading 244° to BL4ØØ, on heading 241° to BL4Ø1, continue on heading 241° to 3000′ or above and wait for radar vectoring. Traffic on missed apch shall maintain 3000′ when reaching, except if directed otherwise.

MISSED APCH WITH LOST COMM: Climb on heading 244° to BL4ØØ, on heading 241° to BL4Ø1, on heading 241° to 3500′ or above, turn RIGHT direct to SLL VOR at 6000′ to join holding.

6400
MSA ARP

RNP Apch required	Alt Set: hPa	Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 6000′



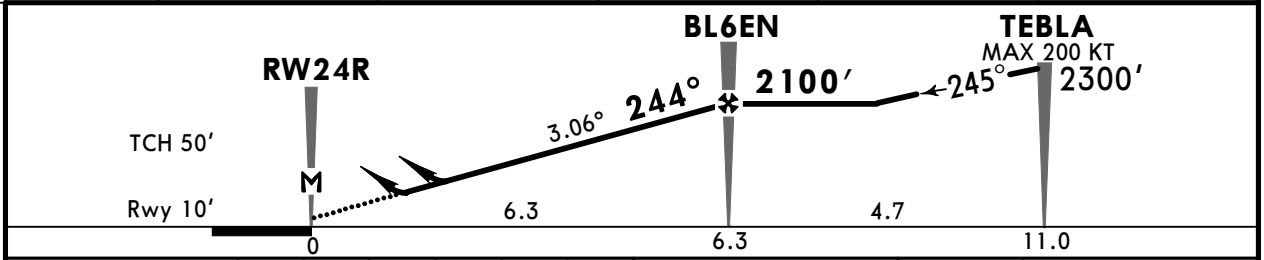
1. RNAV 1 required for SLL VOR holding.
2. Baro-VNAV: Not authorized below -10°C. VPA exceeds 3.5° above 55°C.
3. Await radar vectors to intercept final approach heading.
4. FMS function required to intercept final approach heading.
5. Notify ATC if only LNAV available.
6. Simultaneous take-offs from Rwy 24L.
7. Visual segment surface penetrated.

FOR RNAV TRANSITION SEE 11-0D

41-10

02-00 02-10 02-20

DIST to RW24R	2.0	3.0	4.0	5.0	6.0
ALTITUDE	710′	1040′	1370′	1690′	2020′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.06°	379	487	541	650	758	866
MAP at RW24R							

HIALS-II
PAPI
BL4ØØ on 244° hdg

Std/State

STRAIGHT-IN LANDING

LNAV/VNAV
DA(H) A: **290′** (280′) C: **330′** (320′)
B: **300′** (290′) D: **350′** (340′)

	ALS out
A	R1300m
B	1 R750m / R1400m
C	R1400m
D	R800m / R1500m

LNAV
CDFA
2 DA/MDA(H) **510′** (500′)

ALS out	
R1500m	
R1500m	R2300m

CIRCLE-TO-LAND

Not authorized Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1080′ (1066′) V2400m
205	1300′ (1286′) V3600m

PANS OPS

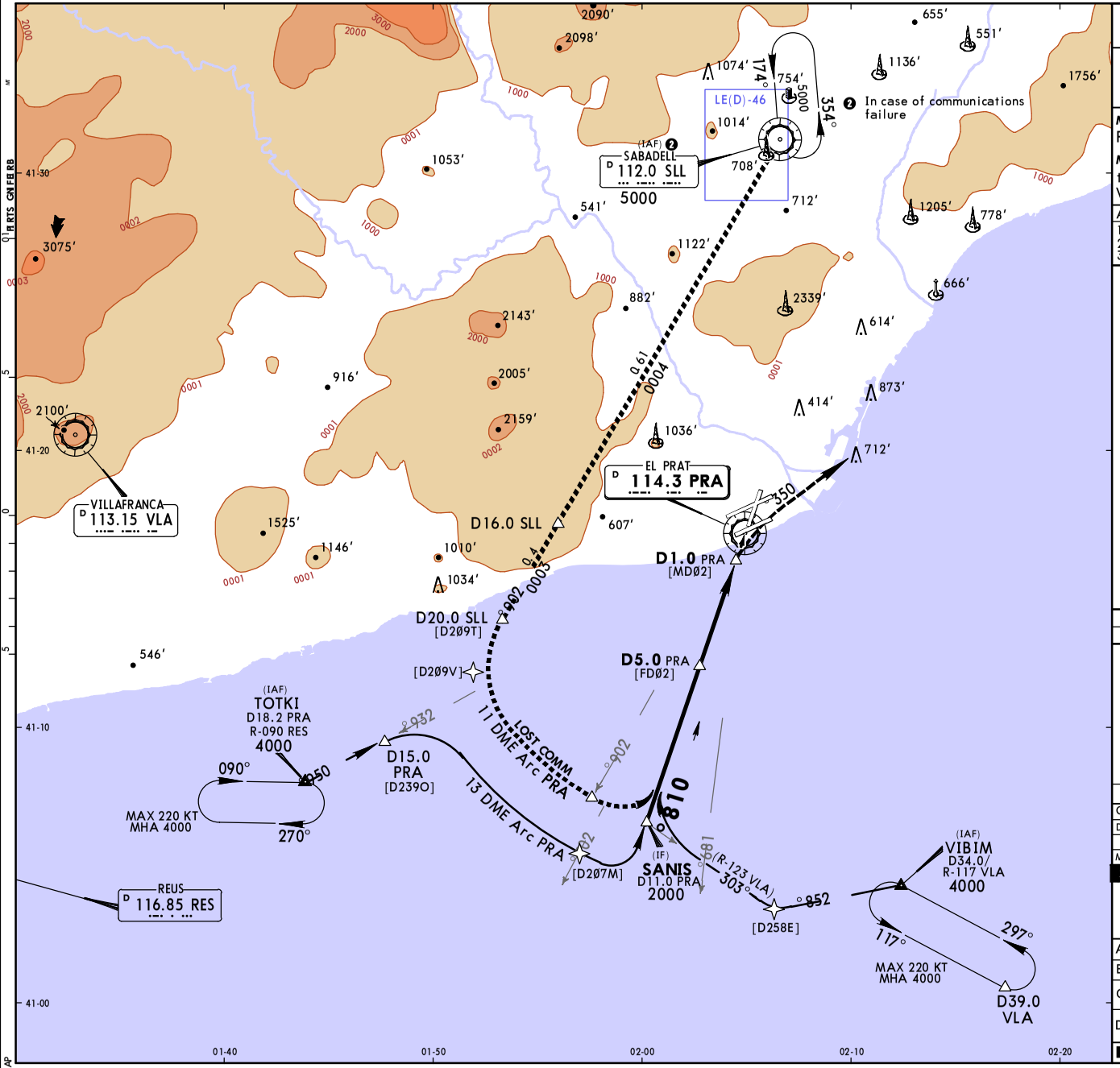
1 With TDZ & CL & HUD: A: RVR 600m B: RVR 650m C: RVR 700m.
2 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: Missed apch, crossing altitude at SLL VOR.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN
27 OCT 23 (13-1) Eff 2 Nov

BARCELONA, SPAIN
VOR Rwy 02

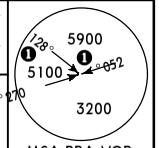


D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	N 121.705

VOR PRA	Final Apch Crs	D5.0 PRA	DA/MDA(H)	Apt Elev 14'
114.3	018°	1800' (1793')	500' (493')	Rwy 7'

MISSED APCH: Turn RIGHT (MAX 185 KT) on reaching MAP to follow R-053 PRA climbing to 3000' and as directed.

MISSED APCH WITH LOST COMM: Turn RIGHT (MAX 185 KT) on reaching MAP to follow R-053 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.

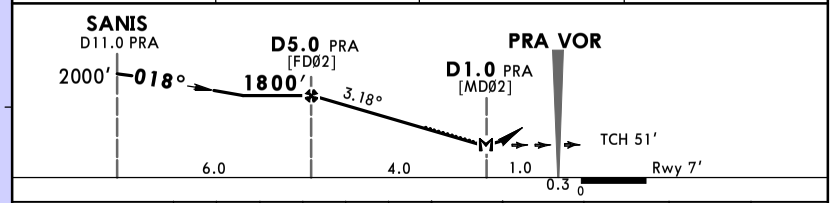


MSA PRA VOR
1 4300 within 15 NM

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

1. DME required.
2. CAT A & B ACFT shall notify approach speed to ATC.
3. Visual Segment Surface penetrated.

PRA DME	4.0	3.0	2.0
ALTITUDE	1520'	1180'	840'



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.18°	394	506	563	675	788	900
MAP at D1.0 PRA						

HIALS PAPI PAPI | 3000' RT | 185 KT MAX | PRA 114.3 R-053

Std/State STRAIGHT-IN LANDING

CDFA

1 DA/MDA(H) 500' (493')

ALS out

A	R1500m	R1500m
B		
C	R1500m	R2300m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580' (566')	V1500m
135	700' (686')	V1600m
180	1080' (1066')	V2400m
205	1300' (1286')	V3600m

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

SPOSNAP CHANGES: Holding note withdrawn, VSS note added, lead radial.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (13-2) Eff 2 Nov

BARCELONA, SPAIN
VOR Rwy 06L

D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

VOR BCN	Final Apch Crs	D8.0 BCN	DA/MDA(H)	Apt Elev
116.7	065°	2100′(2086′)	480′(466′)	14′

MISSED APCH: Climb direct to BCN VOR and follow R-058 BCN to 3000′ and as directed.

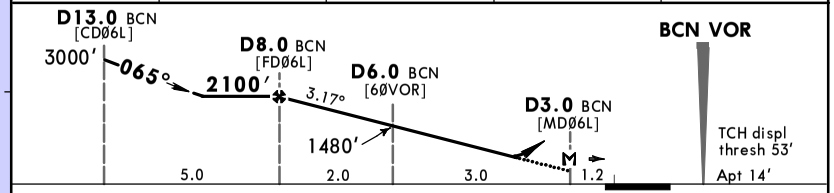
MISSED APCH WITH LOST COMM: Climb direct to BCN VOR and follow R-058 BCN to 4000′. Turn LEFT to SLL VOR climbing to 5000′ and hold.

MSA BCN VOR
❶ 4700 within 15 NM

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME and ADF required.
2. CAUTION: Maintain PAPI descent path due to taxiing traffic below approach path.
3. CAT A & B ACFT shall notify approach speed to ATC.
4. Visual Segment Surface penetrated.

BCN DME	7.0	6.0	5.0	4.0
ALTITUDE	1820′	1480′	1140′	810′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.17°	393	505	561	673	785	897
MAP at D3.0 BCN						

HIALS-II | PAPI | PAPI | REIL

BCN 116.7 | 3000′ | 3° | BCN 116.7 R-058

Std/State STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 480′(466′)

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C	R1500m	R2200m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

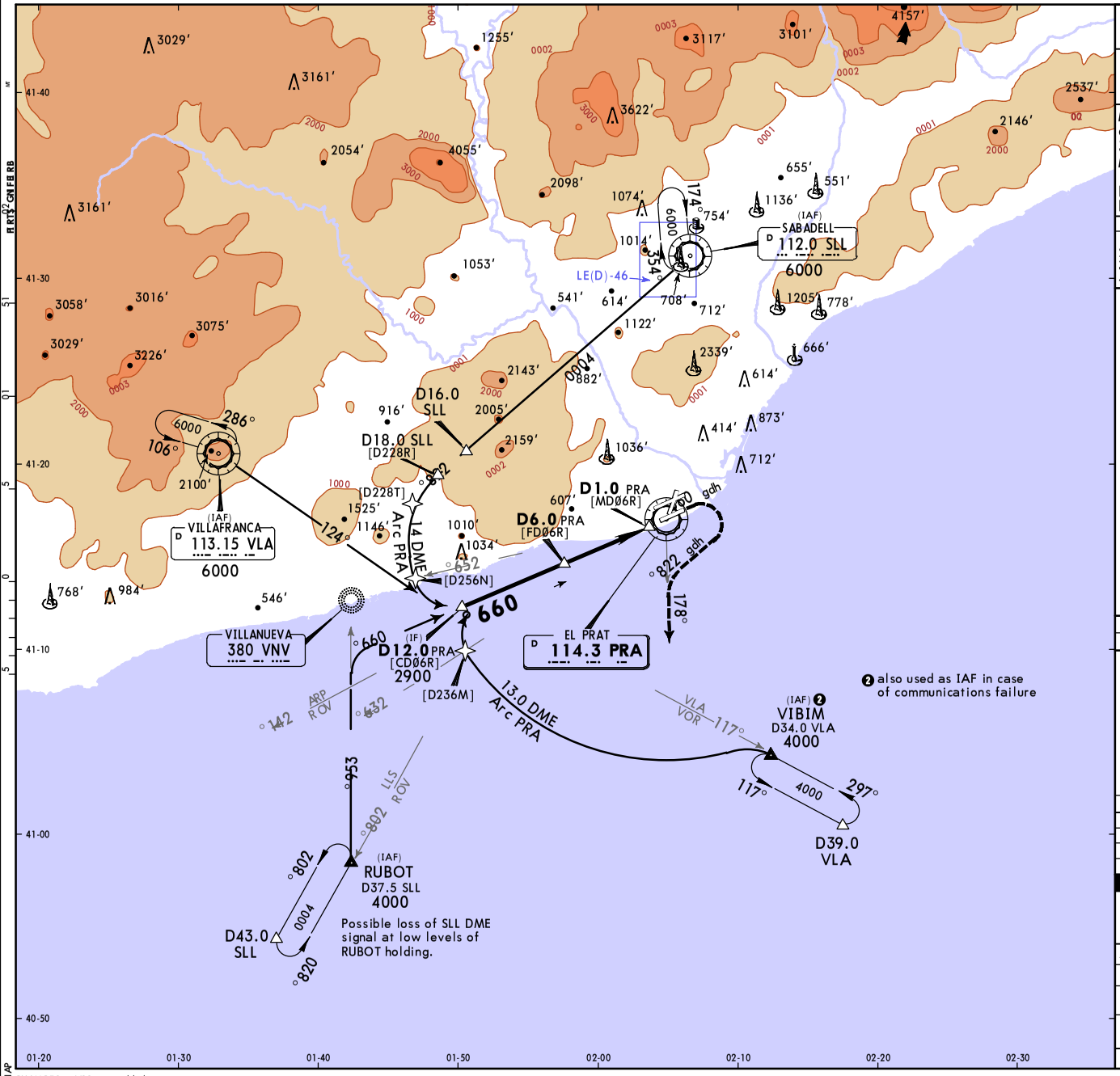
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added, holding note withdrawn.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN
27 OCT 23 (13-3) Eff 2 Nov

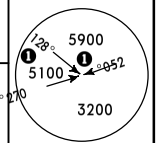
BARCELONA, SPAIN
VOR Rwy 06R



D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

VOR PRA	Final Apch Crs	D6.0 PRA	DA/MDA(H)	Apt Elev 14′
114.3	066°	1900′ (1886′)	440′ (426′)	

MISSED APCH: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept and follow R-178 PRA climbing to 3000′ and as directed.
MISSED APCH WITH LOST COMM: Climb on heading 065° to 500′. Turn RIGHT (MAX 185 KT) onto heading 228° to intercept and follow R-178 PRA. Proceed on R-178 PRA to intercept and follow R-123 VLA direct to D39.0 VLA climbing to 4000′ and hold at VIBIM.

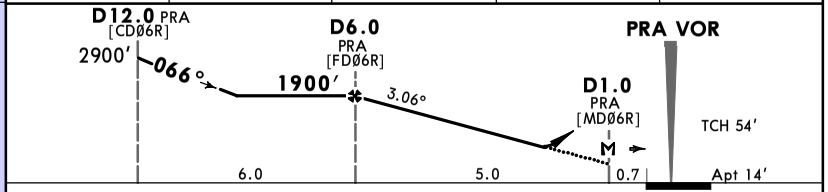


MSA PRA VOR
❶ 4300 within 15 NM

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME and ADF required.
2. Final approach track offset 2° from rwy centerline.
3. CAT A & B ACFT shall notify approach speed to ATC.
4. Visual Segment Surface penetrated.

PRA DME	5.0	4.0	3.0	2.0
ALTITUDE	1580′	1260′	930′	610′



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

HIALS-II
PAPI
500′ on 065° hdg

Std/State STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 440′ (426′)

	TDZ or CL out	ALS out
A	R1300m	R1500m
B		
C		R2000m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1080′ (1066′)	V2400m
205	1300′ (1286′)	V3600m

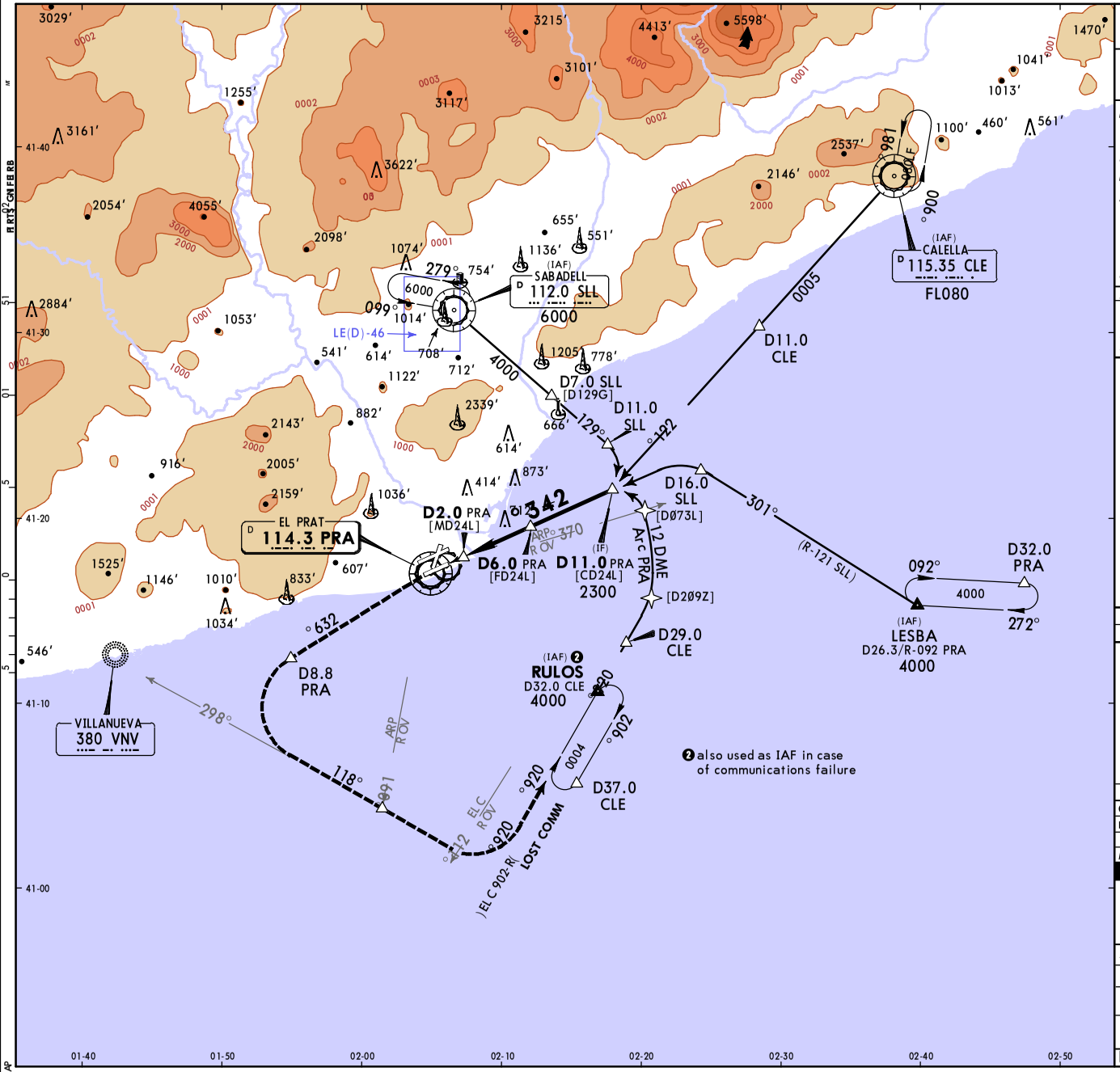
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

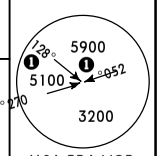
JEPPESEN 27 OCT 23 (13-4) Eff 2 Nov

BARCELONA, SPAIN
VOR Z Rwy 24L



D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND)
118.655	119.105	118.105	S 122.230

VOR PRA	Final Apch Crs	D6.0 PRA	DA/MDA(H)	Apt Elev 14′
114.3	243°	1700′ (1686′)	530′ (516′)	



MISSED APCH: Climb direct to PRA VOR to follow R-236 PRA to D8.8 PRA. Turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500′ and 3000′, then climb to 3000′ and await ATC instructions.

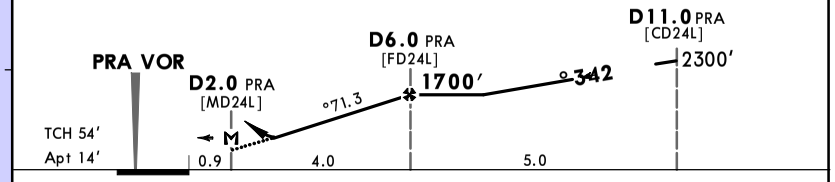
MISSED APCH WITH LOST COMM: Climb direct to PRA VOR to follow R-236 PRA to D8.8 PRA. Turn LEFT to intercept and follow 118° from VNV NDB. Cross R-190 PRA between 1500 and 3000′, then continue following 118°. At R-211 CLE turn LEFT to intercept and follow inbound R-209 CLE direct to RULOS climbing to 4000′ and hold.

In case of missed apch and missed apch with lost COMM climb to 3000′ as soon as possible.

Alt Set: hPa	Apt Elev: 1 hPa	Trans level: By ATC	Trans alt: 6000′

1. VOR and DME required.
2. Final approach track offset 1° from rwy centerline.
3. CAT A & B ACFT shall notify approach speed to ATC.
4. Visual Segment Surface penetrated.

PRA DME	3.0	4.0	5.0
ALTITUDE	700′	1030′	1370′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.17°	393	505	561	673	785	897
MAP at D2.0 PRA						

HIALS-II
PAPI
D
PRA 114.3

Std/State STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 530′ (516′)

	ALS out	
A	R1500m	R1500m
B		
C	R1900m	R2400m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)
100	580′ (566′) V1500m
135	700′ (686′) V1600m
180	1080′ (1066′) V2400m
205	1300′ (1286′) V3600m

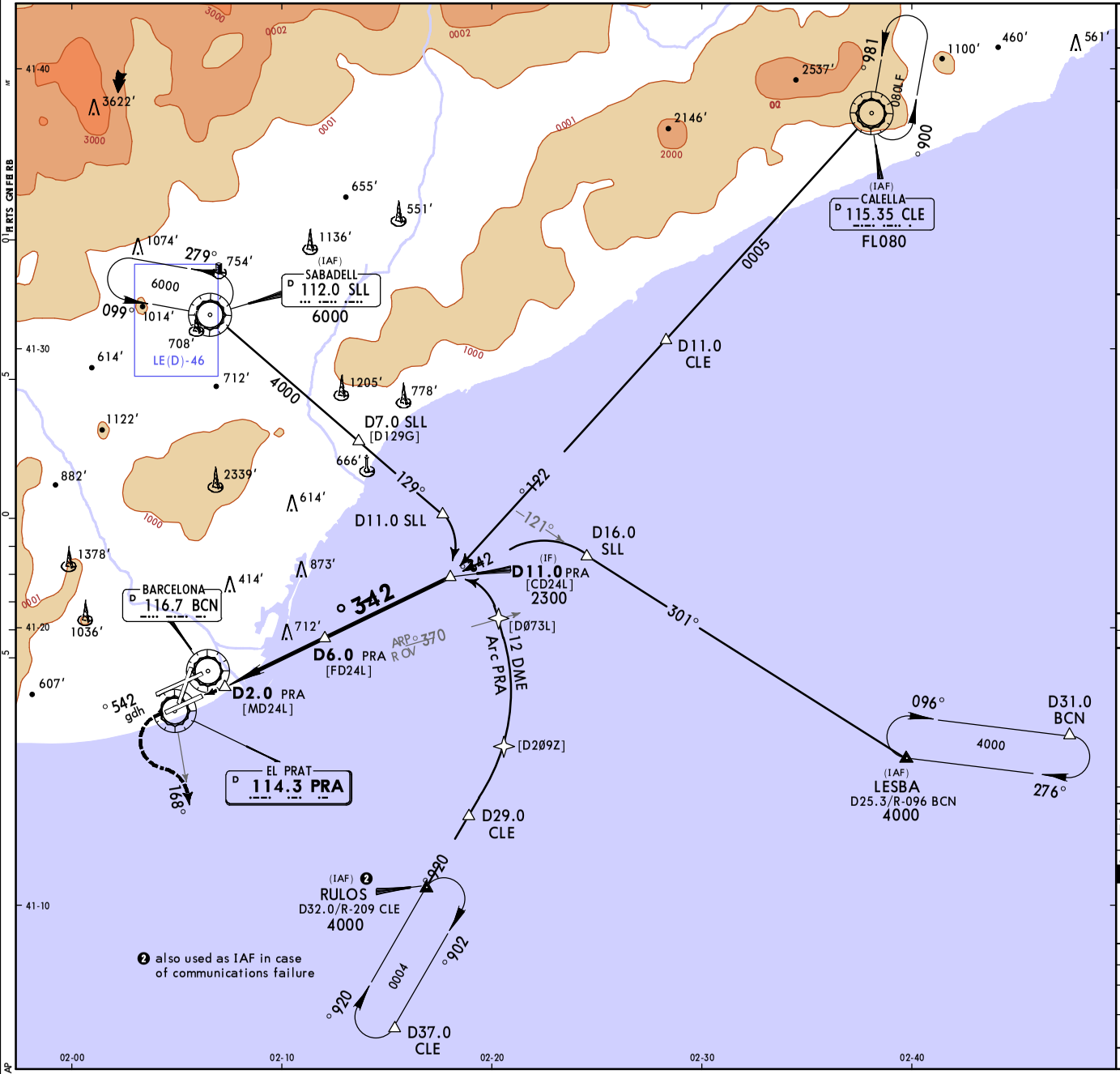
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

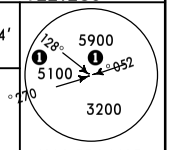
JEPPESEN
27 OCT 23 (13-5) Eff 2 Nov

BARCELONA, SPAIN
VOR Y Rwy 24L



D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) S
118.655	119.105	118.105	122.230

VOR PRA	Final Apch Crs	D6.0 PRA	DA/MDA(H)	Apt Elev 14′
114.3	243°	1700′ (1686′)	530′ (516′)	



MSA PRA VOR
❶ 4300 within 15 NM

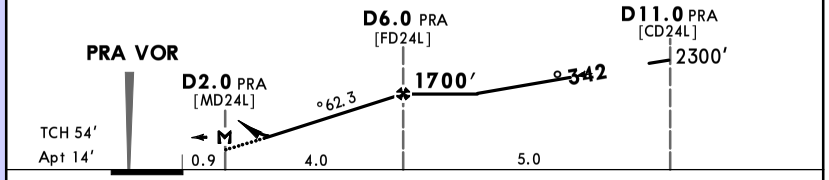
MISSED APCH: Climb on heading 245° to 600′. Turn LEFT (MAX 185 KT) to follow R-168 PRA climbing to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on heading 245° to 600′. Turn LEFT (MAX 185 KT) to follow R-168 PRA to D14.0 PRA. Turn LEFT to follow inbound R-209 CLE direct 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 1° from rwy centerline.
3. CAT A & B ACFT shall notify approach speed to ATC.
4. Visual Segment Surface penetrated.

PRA DME	3.0	4.0	5.0
ALTITUDE	720′	1060′	1410′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.26°	404	519	577	692	808	923
MAP at D2.0 PRA						

HIALS-II
PAPI
600′ on 245° hdg

Std/State STRAIGHT-IN LANDING
CDFA
❶ DA/MDA(H) 530′ (516′)

CIRCLE-TO-LAND
Not authorized
Northwest of airport

	ALS out		Max Kts	MDA(H)	
A	R1500m	R1500m	100	580′ (566′)	V1500m
B			135	700′ (686′)	V1600m
C	R1900m	R2400m	180	1080′ (1066′)	V2400m
D			205	1300′ (1286′)	V3600m

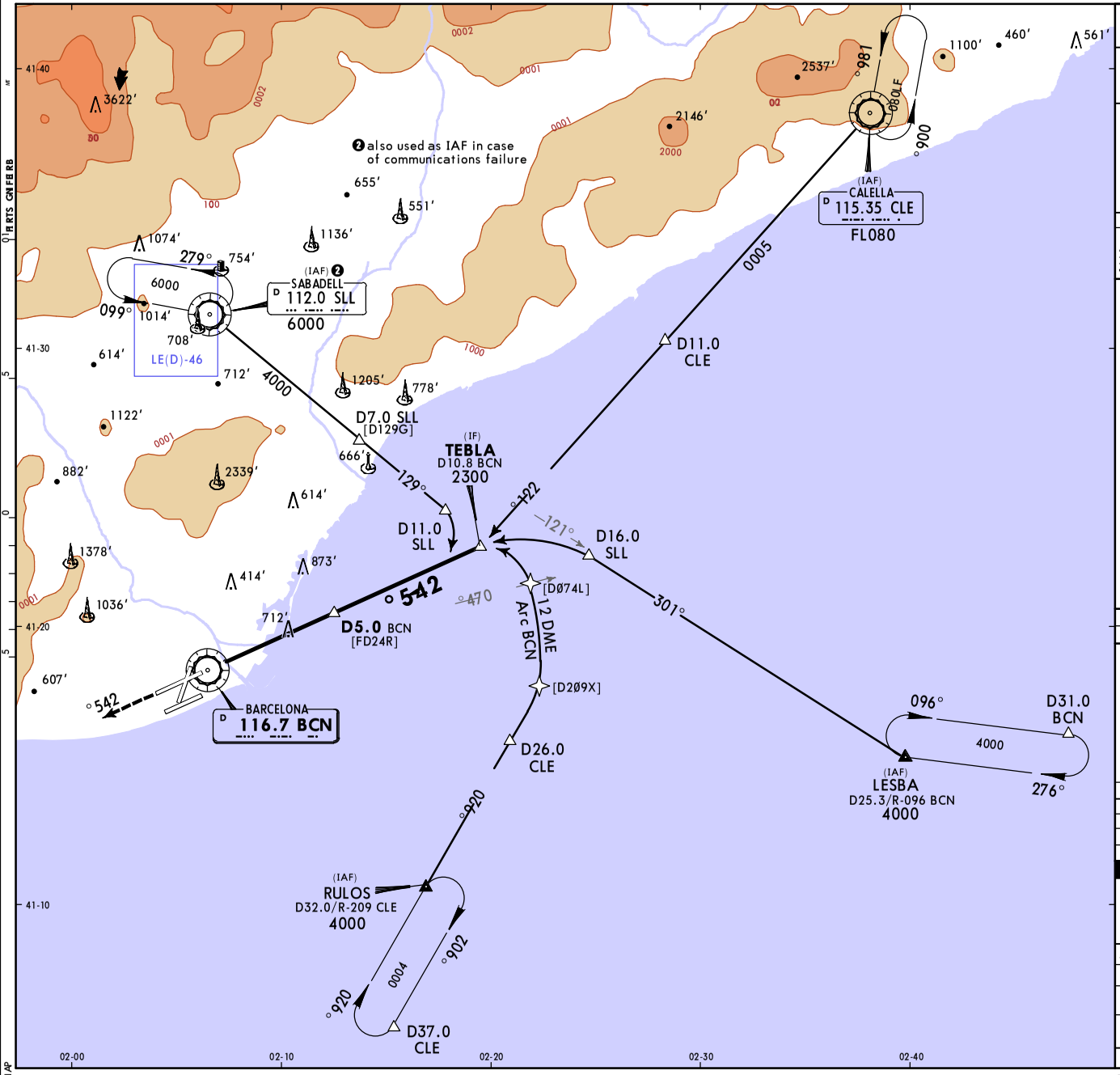
❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

LEBL/BCN
JOSEP TARRADELLAS-EL PRAT

JEPPESEN 27 OCT 23 (13-6) Eff 2 Nov

BARCELONA, SPAIN
VOR Rwy 24R

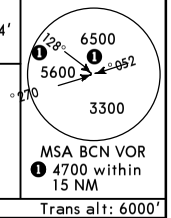


D-ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	Tower (GND) N	Tower (GND) C
118.655	119.105	118.105	121.705	121.655

VOR BCN	Final Apch Crs	D5.0 BCN	DA/MDA(H)	Apt Elev 14′
116.7	245°	1800′ (1786′)	560′ (546′)	

MISSED APCH: Climb on R-245 BCN to 3000′ and as directed.

MISSED APCH WITH LOST COMM: Climb on R-245 to 3500′. Turn RIGHT direct to SLL VOR climbing to 6000′ and hold.

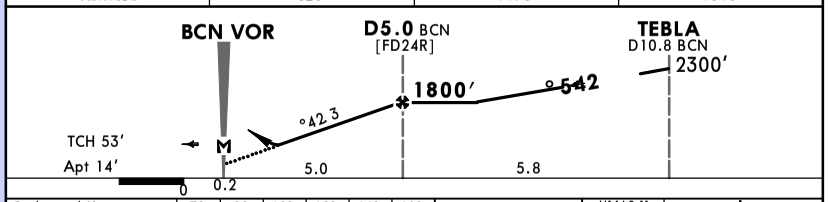


MSA BCN VOR
❶ 4700 within 15 NM

Alt Set: hPa | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 6000′

1. DME required.
2. CAT A & B ACFT shall notify approach speed to ATC.
3. Visual Segment Surface penetrated.

BCN DME	2.0	3.0	4.0
ALTITUDE	820′	1170′	1510′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.24°	401	516	573	688	803	917
MAP at BCN VOR						

HIALS-II PAPI

3000′ on BCN 116.7 R-245

Std/State

STRAIGHT-IN LANDING

CDFA

❶ DA/MDA(H) 560′ (546′)

	TDZ or CL out	ALS out
A	R1500m	R1500m
B		
C	R1800m	R1800m
D		

CIRCLE-TO-LAND
Not authorized
Northwest of airport

Max Kts	MDA(H)	
100	580′ (566′)	V1500m
135	700′ (686′)	V1600m
180	1480′ (1466′)	V2400m
205	1750′ (1736′)	V3600m

❶ VNAV DA(H) in lieu of MDA(H) depends on operator policy.

CHANGES: VSS note added.

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BARCELONA, (JOSEP TARRADELLAS/EL PRAT - LEBL)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LEBL

Type: Terminal
Effectivity: Temporary
Begin Date: 20240905
End Date: 20250905

Works on TWYs E and D (based on SUP 137-24). Please refer to TEMP chart 10-8 and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: 20221103
End Date: 20250321

For restrictions during the renovation of weather observation systems (based on SUP 145-22, eff 21 MAR 24 based on SUP 21-24) refer to temporary chart 10-8B and latest Notams.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240613
End Date: 20250313

(10-3X3 through 10-3X6) Temporary procedures based on SUP 076-24 AIRAC.

Type: Terminal
Effectivity: Temporary
Begin Date: 20241226
End Date: 20251226

TEMP closure of TWY S2 for operational needs (based on SUP 199-24), ACFT follow ATC instructions. Operational impact for (11-13) ILS Z Rwy 24R, (11-13AA) CAT II/III ILS Z Rwy 24R, (11-14) ILS Y Rwy 24R, (11-14AA) CAT II/III ILS Y Rwy 24R and (11-15) LOC Rwy 24R: References to BCA ILS DME not usable.

Type: Terminal
Effectivity: Temporary
Begin Date: 20240711
End Date: 20250711

Code F ACFT must taxi at minimum thrust and with external engines idling on TWYs Q9 thru Q11 (based on SUP 114-24).