

General Info

Barcelona, ESP
 N 41° 17.8' E 02° 04.7' Mag Var: 1.4°W
 Elevation: 14'

Public, Control Tower, IFR, Landing Fee, Customs
 Fuel: 100LL, Jet A-1

Time Zone Info: GMT+1:00 uses DST

Runway Info

Runway 02-20 8333' x 148' asphalt
 Runway 07L-25R 10997' x 197' asphalt
 Runway 07R-25L 8727' x 197' asphalt

Runway 02 (20.0°M) TDZE 7'
 Lights: Edge, ALS, Centerline, REIL
 Runway 07L (67.0°M) TDZE 8'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Right Traffic
 Displaced Threshold Distance 1411'
 Runway 07R (67.0°M) TDZE 8'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 20 (200.0°M) TDZE 12'
 Lights: Edge, Centerline
 Runway 25L (247.0°M) TDZE 8'
 Lights: Edge, ALS, Centerline, REIL, TDZ
 Runway 25R (247.0°M) TDZE 10'
 Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info

ATIS **121.975** Departure Service
 ATIS **118.65** Arrival Service
 Barcelona Tower **118.325**
 Barcelona Tower **118.1**
 Barcelona Tower **257.80** Military
 Barcelona Ground Control **121.65**
 Barcelona Ground Control **121.85**
 Barcelona Ground Control **121.7**
 Barcelona Clearance Delivery **121.8**
 Barcelona Approach Control **127.7**
 Barcelona Approach Control **126.5**
 Barcelona Approach Control **125.25**
 Barcelona Approach Control **124.7**
 Barcelona Approach Control **119.1**
 Barcelona Approach Control **118.05**
 Barcelona Approach Control **362.30** Military

Notebook Info

1. GENERAL

1.1. ATIS

ATIS Arrival 118.65
ATIS Departure 121.97

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

Barcelona APT is not available to ACFT without radio or unable to maintain a continuous two-way communication on appropriate tower frequency. Between 0800-1000LT, 1400-1630LT and 2030-2300LT the use of APT is restricted to ACFT with a cruising speed lower than 220 KT, except state ACFT, hospital and SAR ACFT. Affected ACFT requiring the use of APT during these times, will assume possible delays since non-restricted ACFT will always have priority.

1.2.2. PREFERENTIAL RWYS

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

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

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

Between 0700-2300LT

West configuration parallel RWYs:

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

East configuration parallel RWYs:

- Arrivals RWY 07L
- Departures RWY 07R and 07L.

The use of RWY 25R is restricted to those ACFT that can justify the need for a RWY length higher than on RWY 25L (the lack of justification can be considered as non-compliance). The justification must be submitted to APT Operations as soon as possible.

The use of RWY 07L for take-off is restricted to those ACFT that can justify the need for a RWY length higher than RWY 07R and ACFT with an overall height above 54'/16.46m. The justification must be submitted to APT Operations as soon as possible.

Between 2300-0700LT

West configuration:

- Arrivals RWY 25L
- Departures RWY 25L

East configuration:

- Arrivals RWY 02
- Departures RWY 07R.

When RWY 02 can not be used for arrivals West configuration will be in force and only as a last resort, East configuration with arrivals for RWY 07L will be used.

ATIS message will provide information of the configuration in use.

1. GENERAL

1.3. LOW VISIBILITY PROCEDURES (LVP)

1.3.1. GENERAL

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

LVP will be applied subject to the following conditions:

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

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

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

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

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

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

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

1.3.2. GROUND MOVEMENT

1.3.2.1. GENERAL

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

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

1.3.2.2. GENERAL TAXI DIRECTIONS

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

1.3.2.3. PARALLEL RWY OPERATIONS IN WEST CONFIGURATION

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

LEBL/BCN
BARCELONA 12 OCT 07 (10-1P2) Eff 25 Oct BARCELONA, SPAIN
AIRPORT BRIEFING

1. GENERAL

1.3.2.4. RWY 07R IN USE ONLY

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

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

1.3.2.5. RWY 25L IN USE ONLY

Arriving ACFT will notify vacated LSA when reaching TWY K, then follow TWYs K, J1, E3, M7, M8, M9, M10 and TWY S through any of the gates indicated by TWR.

Departures should taxi via TWY S (Eastbound) or TWY T (Westbound), then via TWYs DB, D4, D3, D2, D1 and K to RWY 25L.

1.3.2.6. RWY 25R IN USE ONLY

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

1.3.3. COMMUNICATION FAILURE

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

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

1.4. TAXI PROCEDURES

1.4.1. GENERAL

TWY AN MAX wingspan 79'/24m.

1.4.2. STANDARD TAXI ROUTES

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

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

1.5. PARKING INFORMATION

1.5.1. GENERAL

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

1.5.2. PUSH-BACK

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

1.5.3. AUXILIARY POWER UNIT (APU)

Stands in contact with Terminal:

The use of 400 Hz facilities is obligatory. The use of air-conditioning facilities will be obligatory when the ACFT air conditioning is needed. The use of APU is forbidden in these stands between 2 minutes after on-block time and 5 minutes before off-block time. Use APU only when fixed units are not operative and mobile units are not available.

Remote stands:

The use of APU is forbidden except 10 minutes after on-block time and 10 minutes before off-block time; however wide fuselage ACFT are permitted to use APU 50 minutes before departure and 15 minutes after arrival.

1.6. OTHER INFORMATION

Birds.

LEBL/BCN
BARCELONA 12 OCT 07 (10-1P3) Eff 25 Oct BARCELONA, SPAIN
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS

2.1.1. SPEED ADJUSTMENTS UNDER RADAR CONTROL

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

Speed adjustments on approach:

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

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

2.2. NOISE ABATEMENT PROCEDURES

2.2.1. GENERAL

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

Non compliance may result in sanctions to ACFT operators.

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

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWYs 07R and 20 shall not be used for landings between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWYs 25R & 07L for landings between 2300-0700LT shall be restricted to ACFT that can justify the need for a RWY length higher than on RWYs 25L or 07R. The justification must be submitted to APT Operations as soon as possible.

Plan descent to leave the IAF, or equivalent position, at FL 70 or above to execute an uninterrupted descent to RWY, using a low resistance/thrust procedure.

Accomplish changes of ACFT configuration and speed reductions gradually and at an adequate altitude to avoid unnecessary power increases at low height.

The final approach trajectories are considered noise abatement routes on the last 5 NM before THR, thus, landing and approach operations on visual meteorological conditions will intercept the final approach before this point and will be performed with an angle equal to or higher than the ILS GP or PAPI of each RWY. Visual approaches in left circuit to RWYs 07L/R will not be allowed, neither visual approach in right circuit to RWY 07L and RWYs 25L/R if these criteria are infringed.

2.2.2. REVERSE THRUST

The use of reverse thrust above idle is forbidden on RWYs 07L/25R and 02/20 between 2300-0700LT except for safety reasons. In this case it must be notified to the Environment Department of the APT as soon as possible. On RWYs 07R/25L it is not recommended to use reverse thrust above idle between 2300-0700LT.

2.3. CAT II/III OPERATIONS

RWYs 07L/25R and 07R/25L are approved for CAT II/III operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

Commensurate with the ACFT safety and standard operation, pilots are reminded that rapid exit from the RWY enables maximum RWY utilization, lessens its occupancy time and minimizes the occurrence of 'go-arounds'. Unless ATC advises otherwise, ACFT will vacate the corresponding RWY by the following rapid exit TWYs:

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

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

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

2.4.2. ATC PROCEDURES

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

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

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

2.5. TAXI PROCEDURES

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

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

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

2. ARRIVAL

2.6. COMMUNICATION FAILURE

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

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

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

2.7. OTHER INFORMATION

Non-certified ACFT for RNAV arrival procedures or other ACFT unable to follow them, must await radar vectoring to follow the same path as the RNAV procedure.

LEBL/BCN
BARCELONA

JEPPESEN
12 OCT 07 (10-1P6) Eff: 25 Oct

BARCELONA, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

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

3.1.1. START-UP

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

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

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

- Report the type and series of the ACFT, the stand and the ATIS message received.
- Request delay information for engine start-up.
- Receive ATC clearances.
- Report possible restriction to comply with local regulations (RNAV equipment, take-off performance, etc.)

The start-up of the engines higher than idle regime is forbidden at all stand positions in contact with the terminal, until the ACFT finishes the push-back.

3.1.2. PUSH-BACK & TAXIING

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

All ACFT with a wingspan of 170'/52m or above or an overall height at or above 54'/16.46m will report ACFT type on the first call to Barcelona GROUND. When ACFT will be ready for towing and/or taxiing, it will request clearance on the taxiing frequency before starting the towing and/or taxiing.

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

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

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

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

Whenever ILS approaches to RWY 25R are being carried out, ACFT which request take-off from beginning of RWY 25R will hold in the entry of the RWY at a holding point located at S2 or T2.

3.2. TAXI PROCEDURES (STANDARD TAXI ROUTES)

3.2.1. WEST CONFIGURATION

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

3.2.2. EAST CONFIGURATION

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

3.3. SPEED RESTRICTIONS

MAX 250 KT below FL100.

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JEPPESEN
12 OCT 07 (10-1P7) Eff: 25 Oct

BARCELONA, SPAIN
AIRPORT BRIEFING

3. DEPARTURE

3.4. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

3.4.1. GENERAL

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

Non compliance may result in sanctions to ACFT operators.

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

In addition to RWY configuration described in 1.2.2. and due to noise abatement, RWYs 02 & 20 shall not be used for take-off between 2300-0700LT, except for safety reasons or when explicitly cleared. The use of RWY 25R for take-off between 2300-0700LT shall be restricted to ACFT that can justify the need for a RWY length higher than on RWYs 25L or 07R. The justification must be submitted to APT Operations as soon as possible.

3.4.2. TAKE-OFF

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

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

All ACFT which cannot comply with the previous instructions and ACFT flying in conventional SID, will adopt the ICAO NADP1 procedure described below:

- up to 1500' take-off power, take-off flaps, climb maintaining $V_2 + 10$ to 20 KT;
- at 1500' reduce power and climb at $V_z + 10$ to 20 KT;
- at 3500' accelerate smoothly to enroute climb speed maintaining positive rate of climb, retract flaps.

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

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

3.5. RUNWAY OPERATIONS

3.5.1. MINIMUM RUNWAY OCCUPANCY TIMES

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

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

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

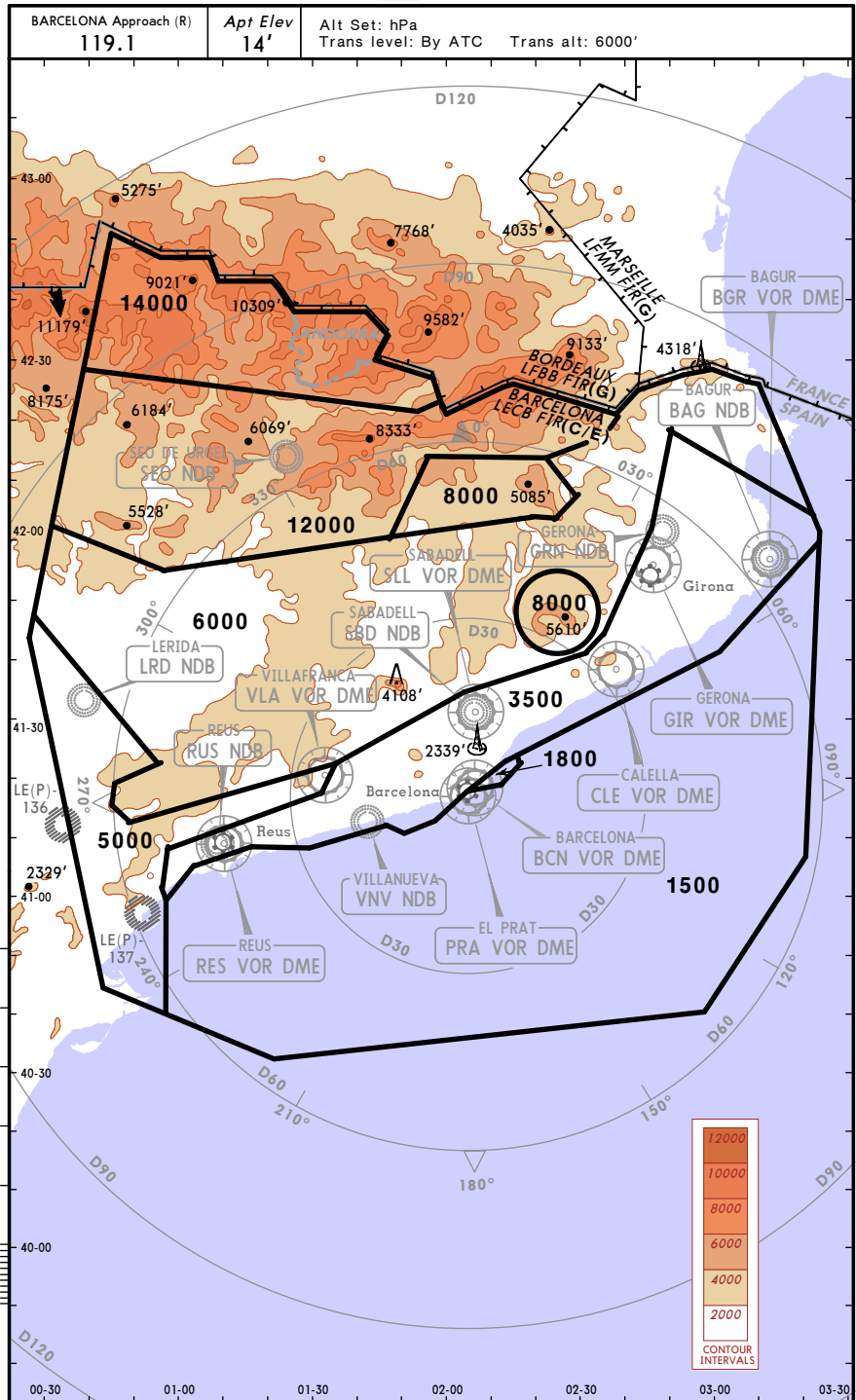
In order to reduce delays and to increase the total aerodrome capacity, departures will usually be carried out from RWY 25R intersection Z or from RWY 07L intersection W.

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

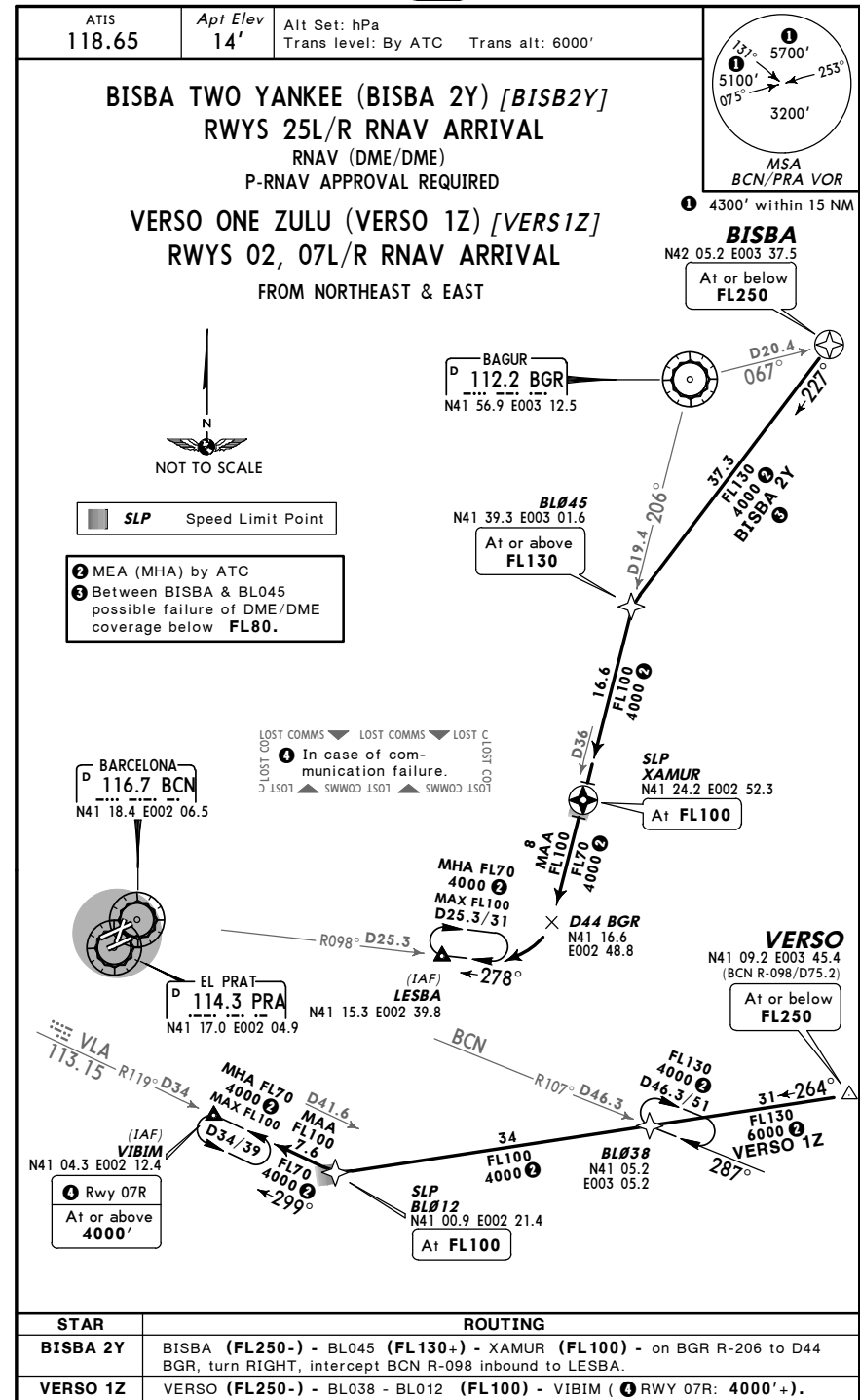
3.6. OTHER INFORMATION

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

LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN**
 13 OCT 06 (10-1R) Eff 26 Oct **RADAR MINIMUM ALTITUDES**

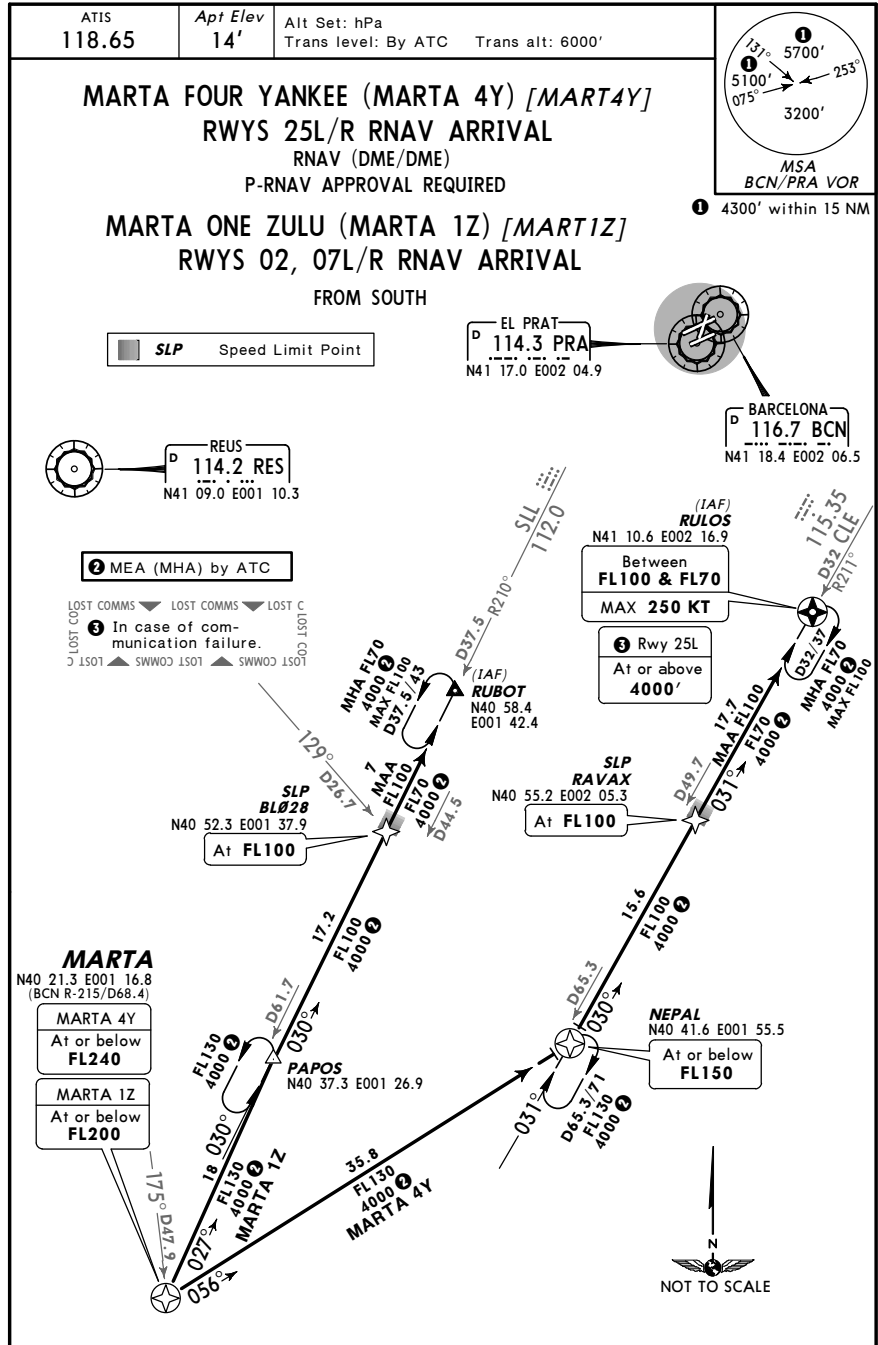


LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN**
 16 NOV 07 (10-2) Eff 22 Nov **RNAV STAR**



LEBL/BCN
 BARCELONA

JEPPESEN BARCELONA, SPAIN
 16 NOV 07 (10-2A) Eff 22 Nov RNAV STAR

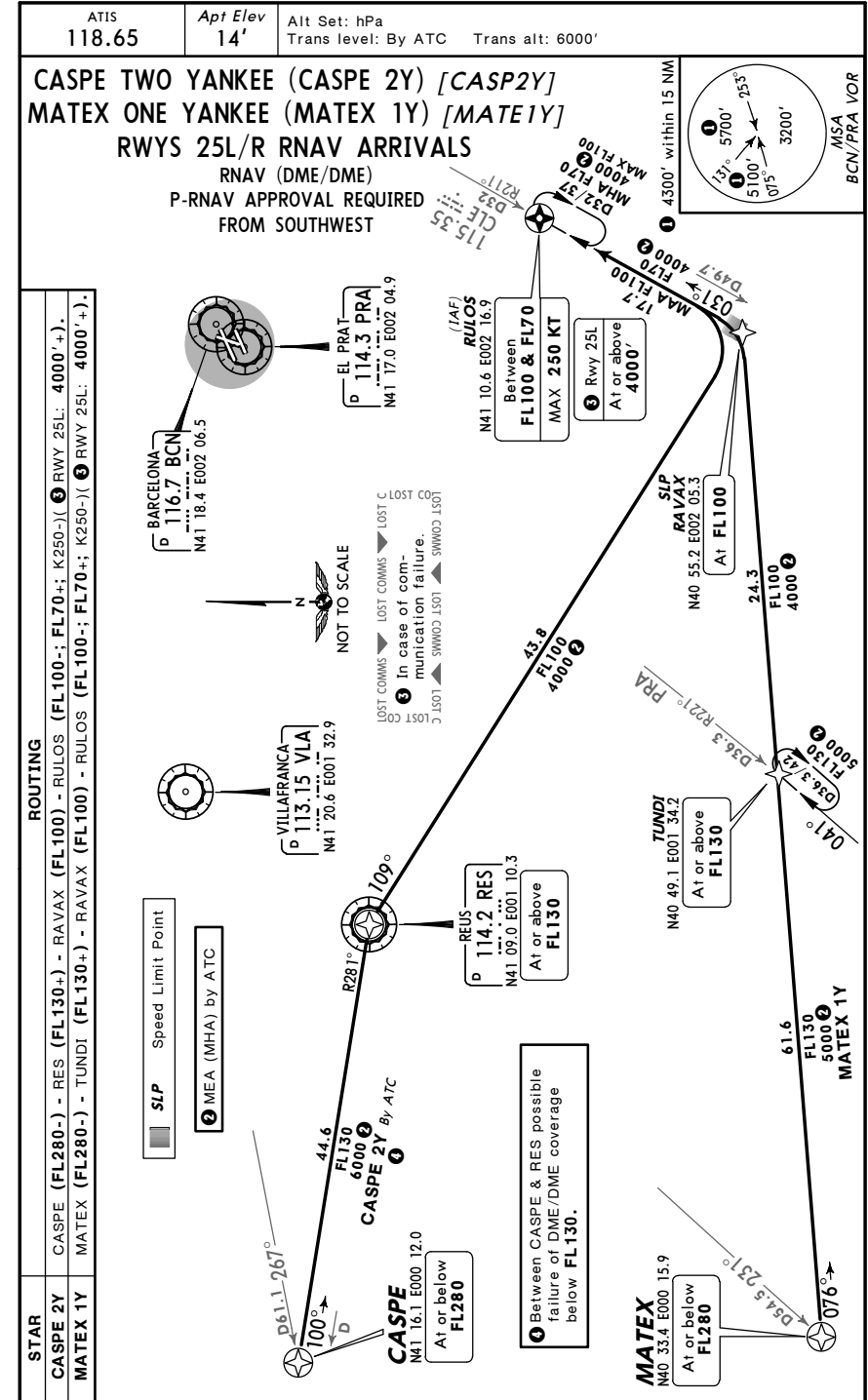


STAR	ROUTING
MARTA 4Y	MARTA (FL240-) - NEPAL (FL150-) - RAVAX (FL100) - RULOS (FL100-; FL70+; K250-).
MARTA 1Z	MARTA (FL200-) - PAPOS - BL028 (FL100) - RUBOT.

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

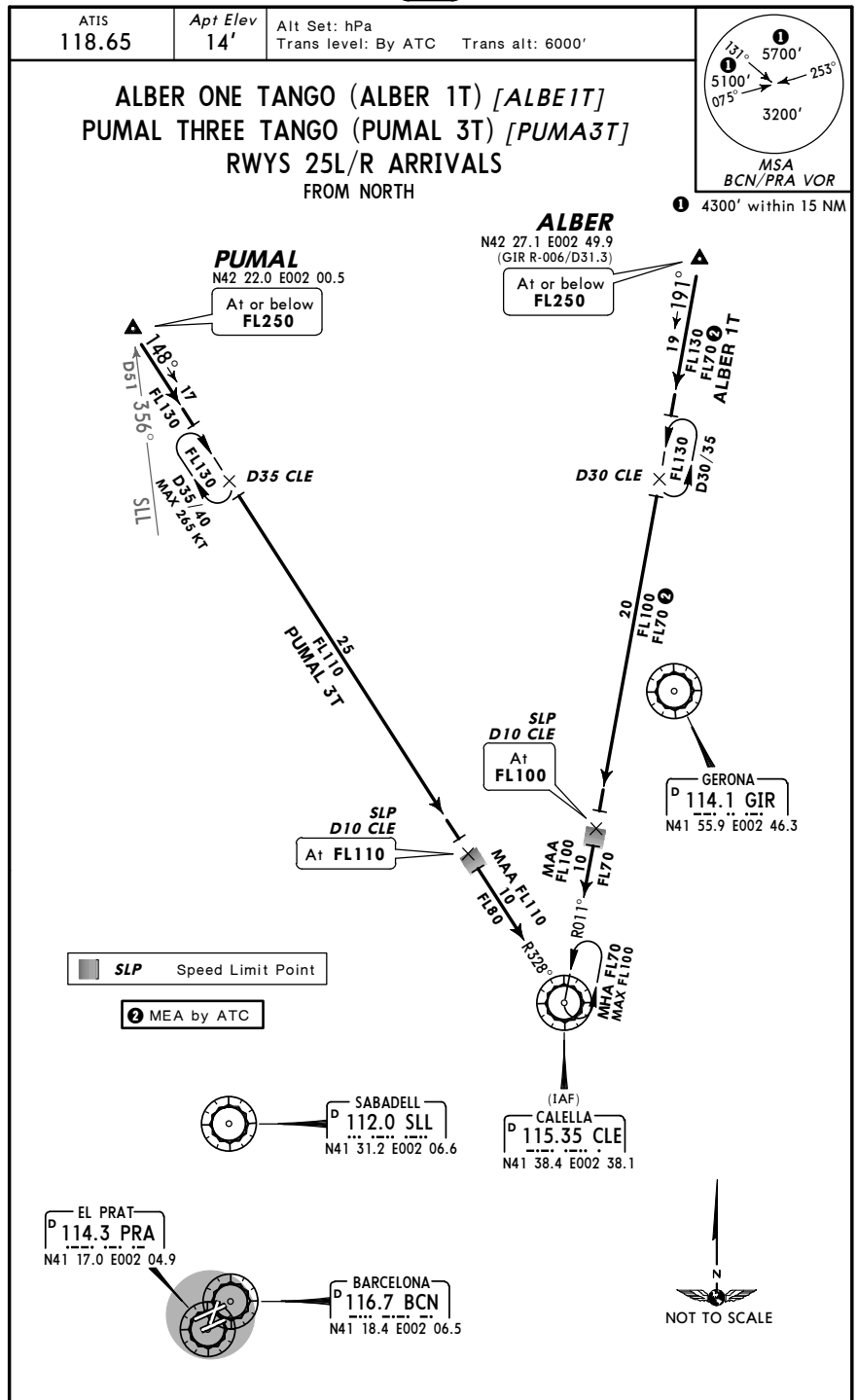
LEBL/BCN
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JEPPESEN BARCELONA, SPAIN
 16 NOV 07 (10-2B) Eff 22 Nov RNAV STAR

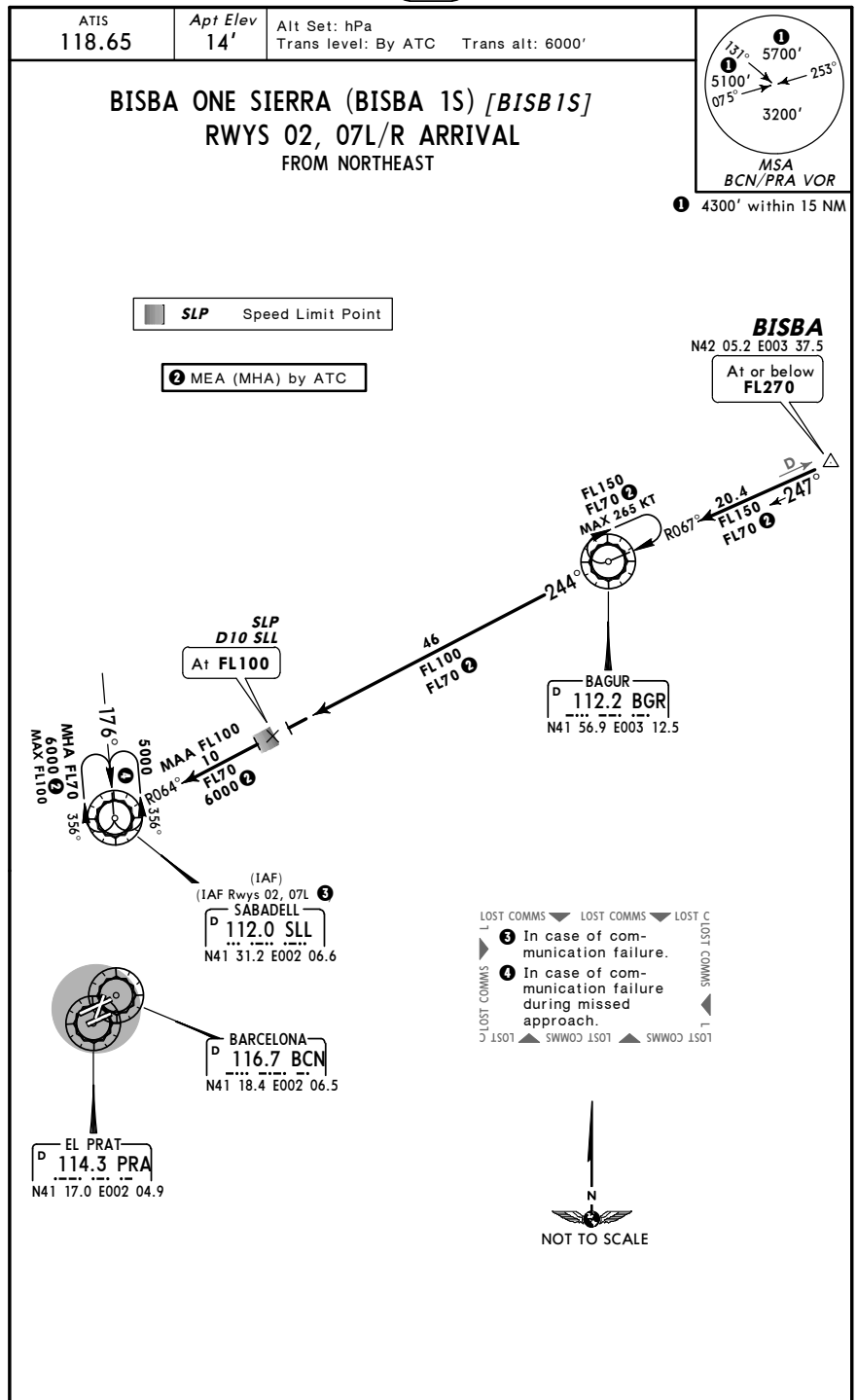


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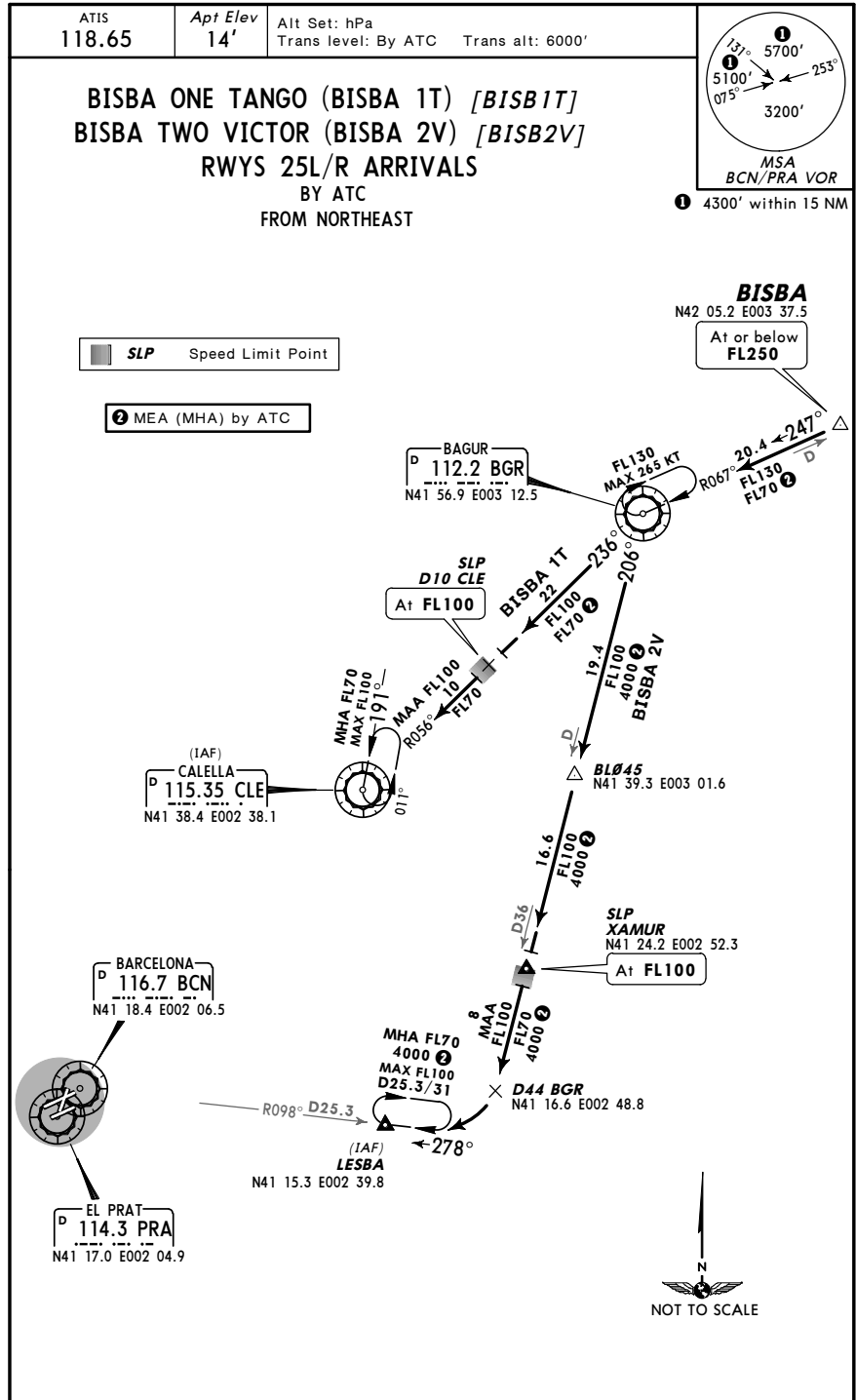
LEBL/BCN BARCELONA **JEPPESEN** BARCELONA, SPAIN
 16 NOV 07 (10-2E) Eff 22 Nov STAR



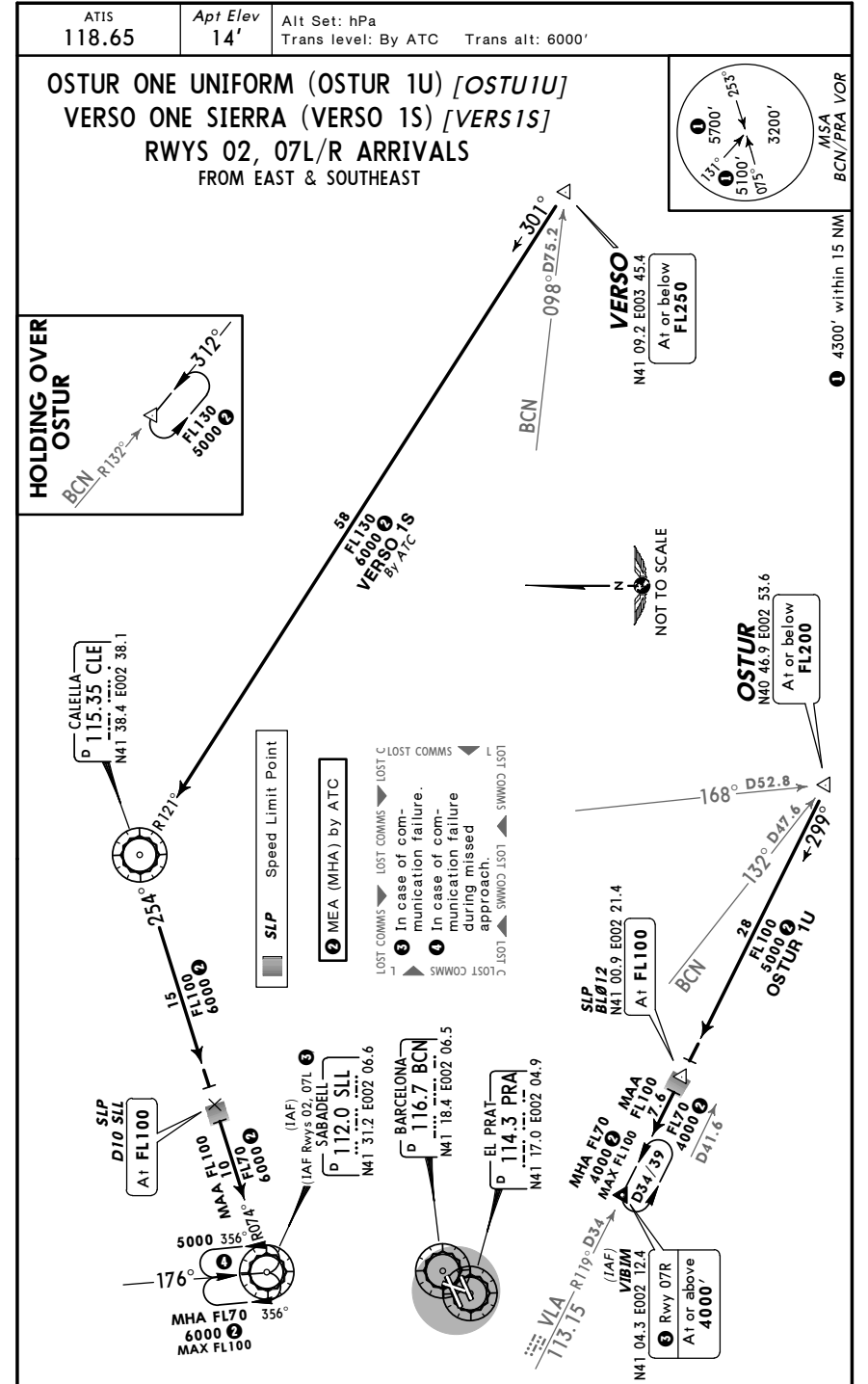
LEBL/BCN BARCELONA **JEPPESEN** BARCELONA, SPAIN
 16 NOV 07 (10-2F) Eff 22 Nov STAR



LEBL/BCN BARCELONA **JEPPESEN** BARCELONA, SPAIN **STAR**
 16 NOV 07 (10-2G) Eff 22 Nov

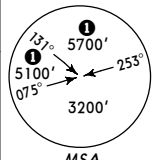


LEBL/BCN BARCELONA **JEPPESEN** BARCELONA, SPAIN **STAR**
 16 NOV 07 (10-2H) Eff 22 Nov



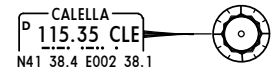
LEBL/BCN BARCELONA **JEPPESEN** BARCELONA, SPAIN
 16 NOV 07 (10-2J) Eff 22 Nov **STAR**

ATIS 118.65	Apt Elev 14'	Alt Set: hPa Trans level: By ATC Trans alt: 6000'
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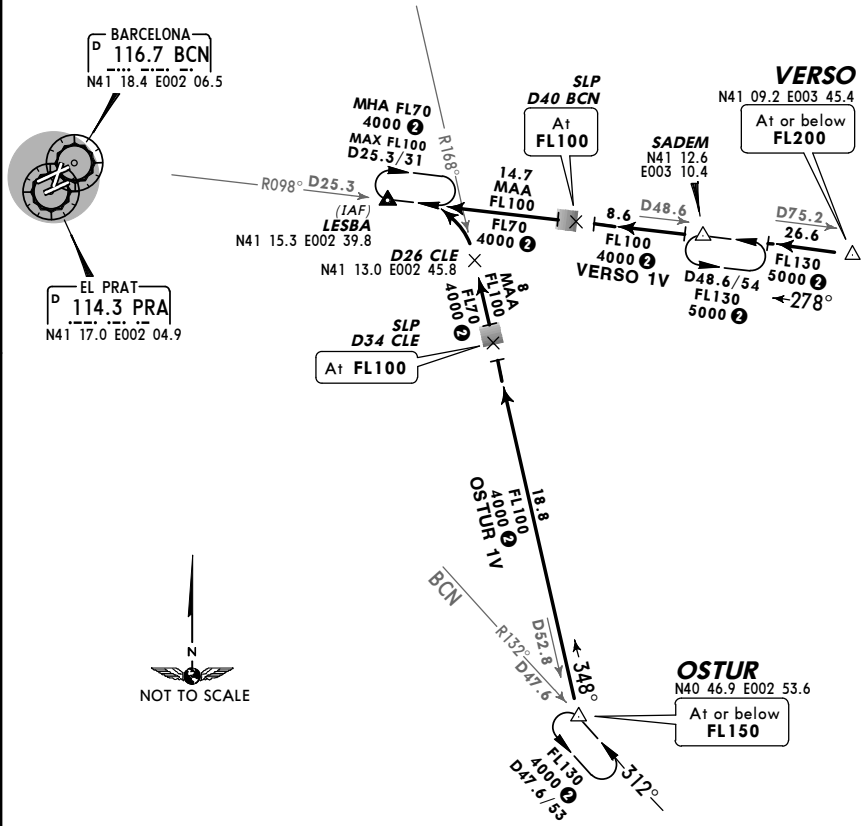
OSTUR ONE VICTOR (OSTUR 1V) [OSTU1V]
 VERSO ONE VICTOR (VERSO 1V) [VER51V]
 RWYS 25L/R ARRIVALS
 FROM EAST & SOUTHEAST

① 4300' within 15 NM



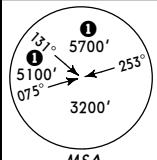
■ SLP Speed Limit Point

② MEA (MHA) by ATC



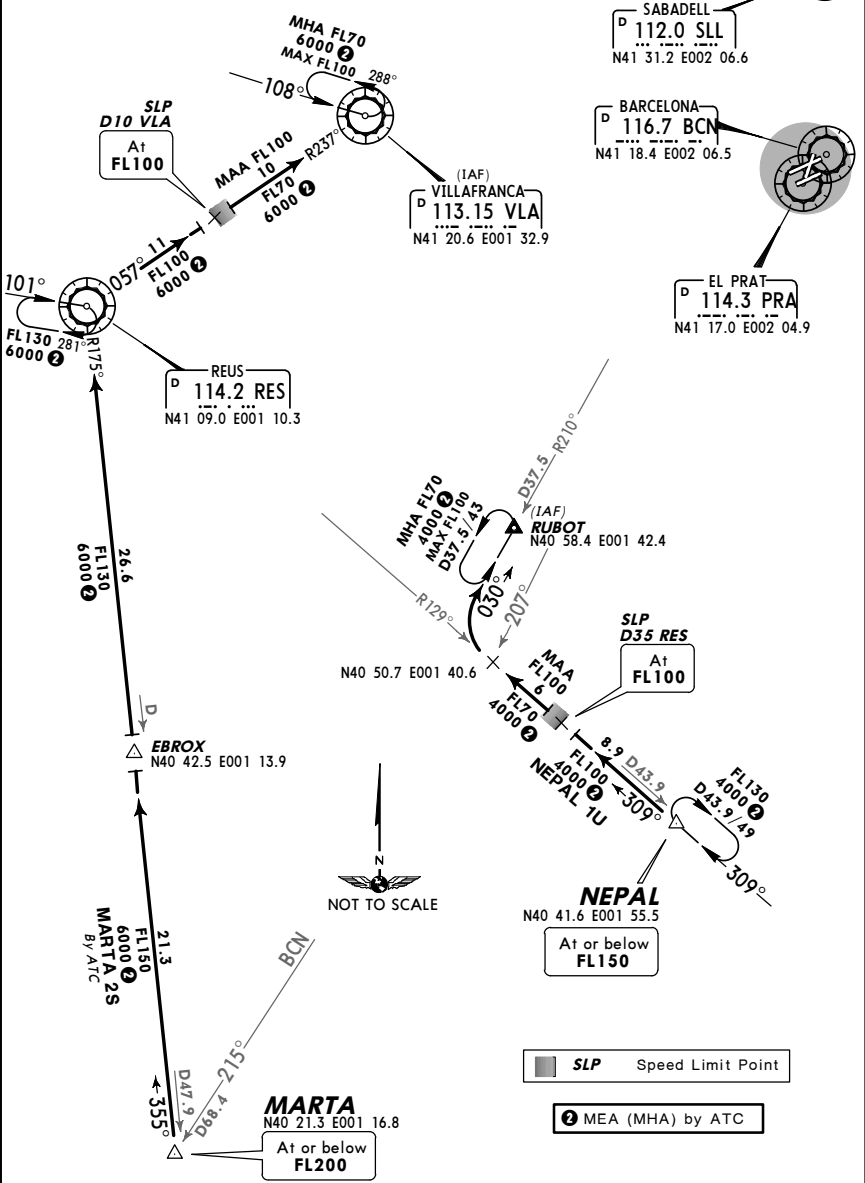
LEBL/BCN BARCELONA **JEPPESEN** BARCELONA, SPAIN
 16 NOV 07 (10-2K) Eff 22 Nov **STAR**

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



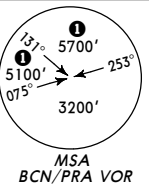
MARTA TWO SIERRA (MARTA 2S) [MART2S]
 NEPAL ONE UNIFORM (NEPAL 1U) [NEPA1U]
 RWYS 02, 07L/R ARRIVALS
 FROM SOUTH

① 4300' within 15 NM



LEBL/BCN
 BARCELONA

JEPPESEN BARCELONA, SPAIN
 16 NOV 07 (10-2L) Eff 22 Nov STAR

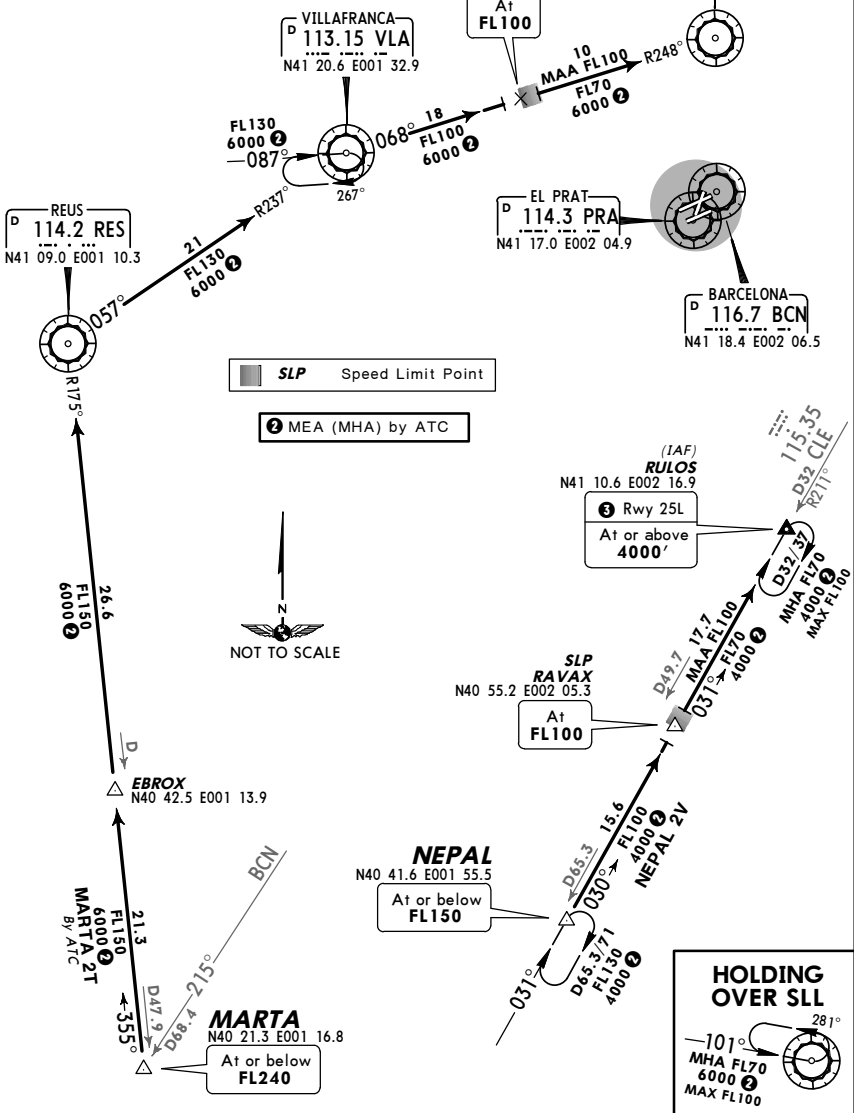


ATIS 118.65
 Apt Elev 14'
 Alt Set: hPa
 Trans level: By ATC Trans alt: 6000'

MARTA TWO TANGO (MARTA 2T) [MART2T]
 NEPAL TWO VICTOR (NEPAL 2V) [NEPA2V]
 RWYS 25L/R ARRIVALS
 FROM SOUTH

4300' within 15 NM

LOST COMMS In case of communication failure.



LEBL/BCN
 BARCELONA

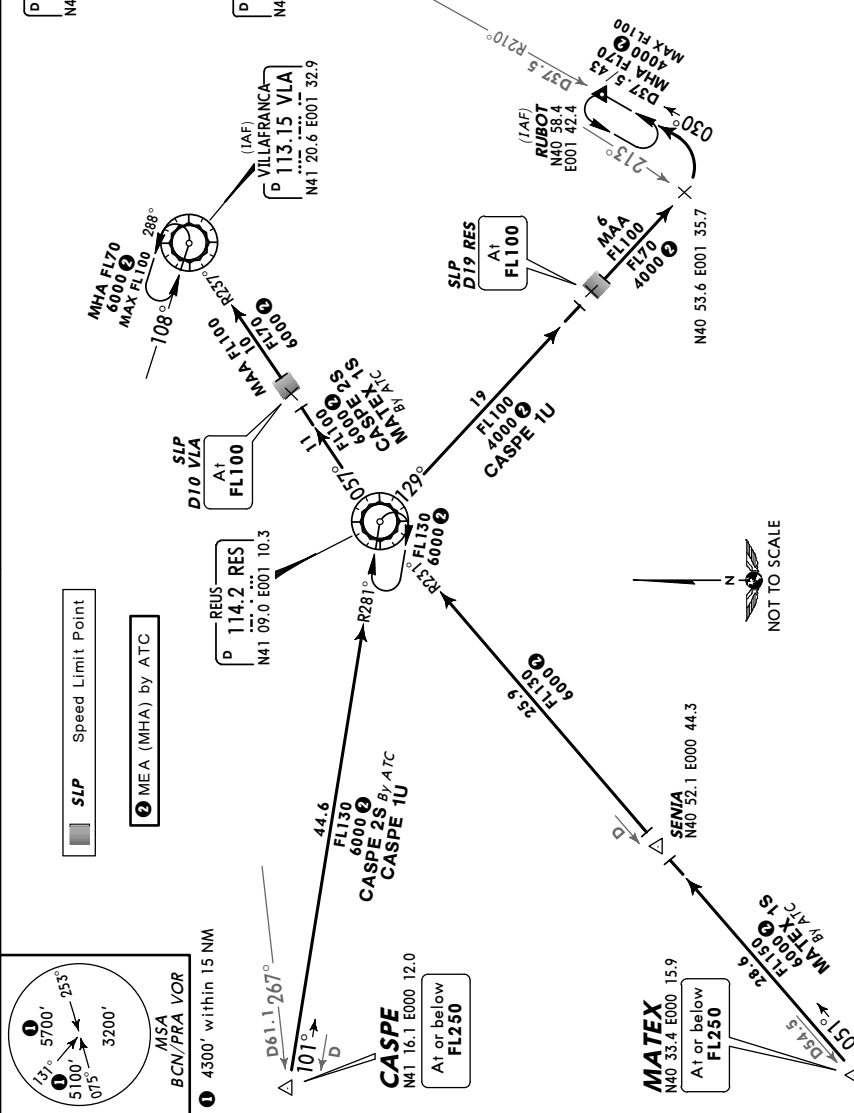
JEPPESEN BARCELONA, SPAIN
 16 NOV 07 (10-2M) Eff 22 Nov STAR

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

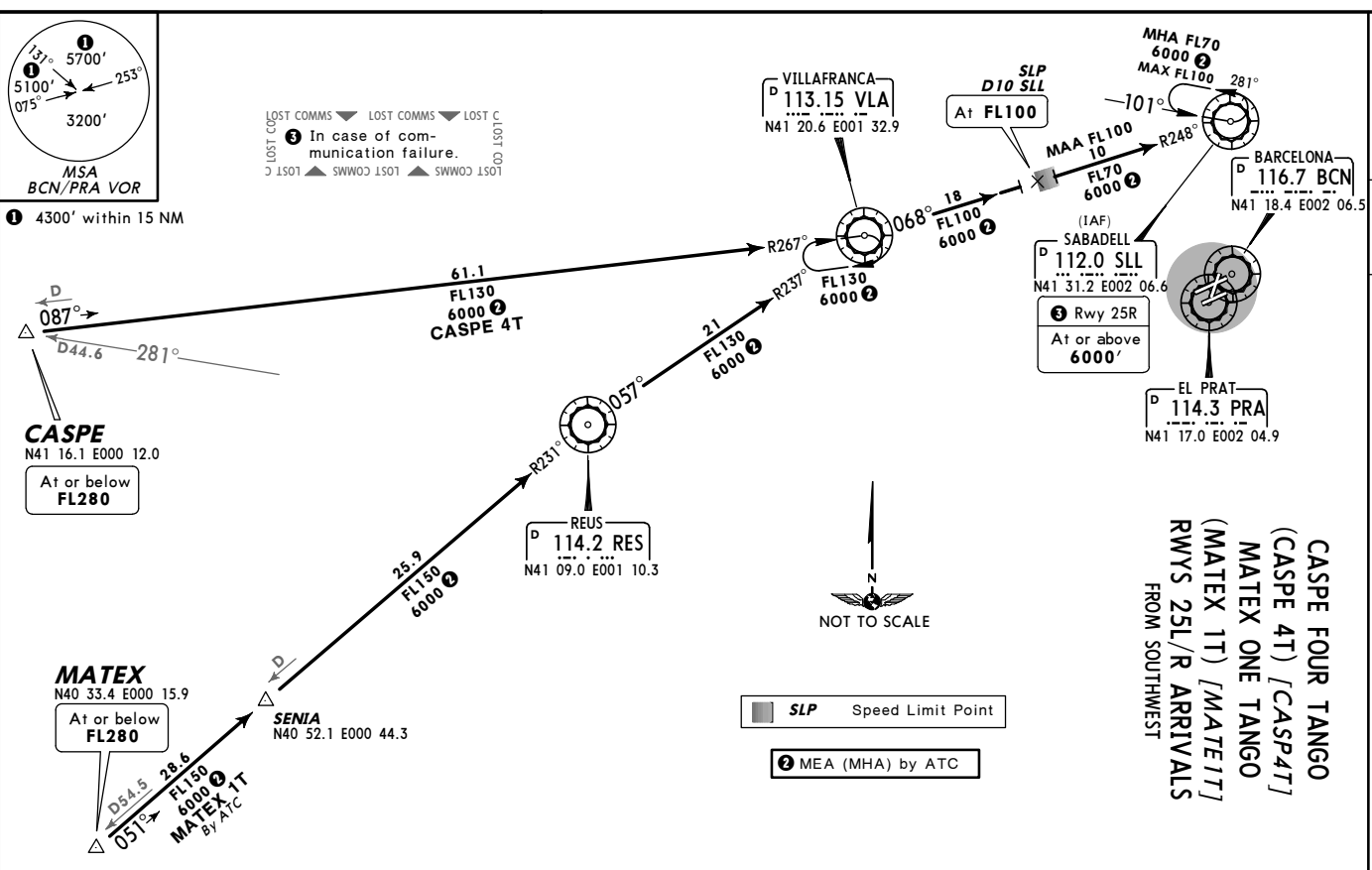
CASPE TWO SIERRA (CASPE 2S) [CASP2S]
 CASPE ONE UNIFORM (CASPE 1U) [CASPIU]
 MATEX ONE SIERRA (MATEX 1S) [MATE1S]
 RWYS 02, 07L/R ARRIVALS
 FROM SOUTHWEST

4300' within 15 NM

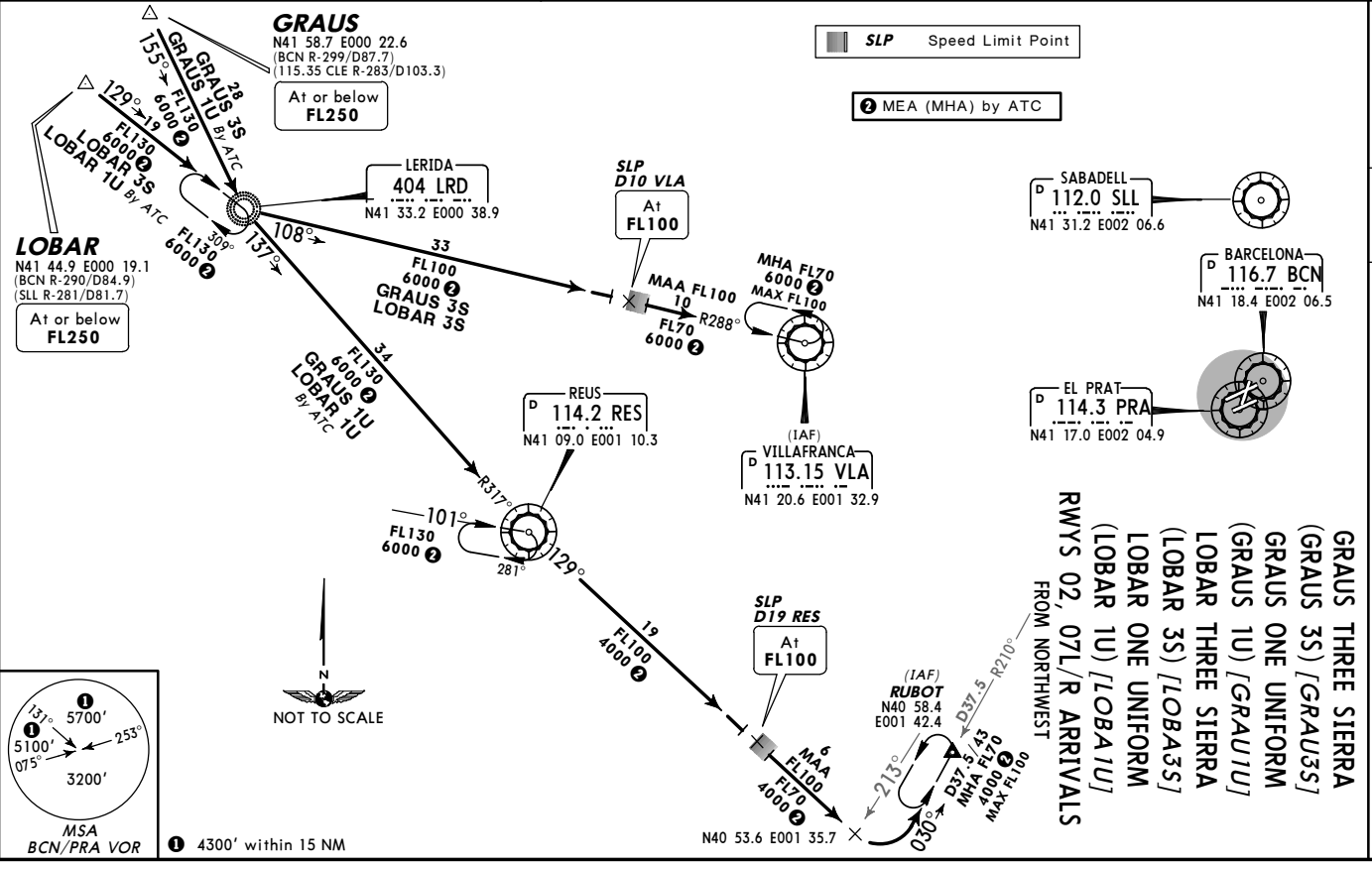
LOST COMMS In case of communication failure.



LEBL/BCN BARCELONA	ATIS 118.65	Aprt Elev 14'	Alt Set: hPa	16 NOV 07	(10-2N) EFF 22 Nov	JEPPesen BARCELONA, SPAIN	STAR
		Trans level: By ATC	Trans alt: 6000'				



LEBL/BCN BARCELONA	ATIS 118.65	Aprt Elev 14'	Alt Set: hPa	16 NOV 07	(10-2P) EFF 22 Nov	JEPPesen BARCELONA, SPAIN	STAR
		Trans level: By ATC	Trans alt: 6000'				



MSA BCN/PRA VOR
 5100' 137° 5700' 253°
 3200' 075°
 4300' within 15 NM

COST COMMS LOST COMMS LOST C LOST CO
 In case of communication failure.
 LOST C LOST C SWWOC LOST C SWWOC LOST C

MSA BCN/PRA VOR
 5100' 137° 5700' 253°
 3200' 075°
 4300' within 15 NM

CHANGES: Crossings, MHAs & MEAs revised, MAA established.
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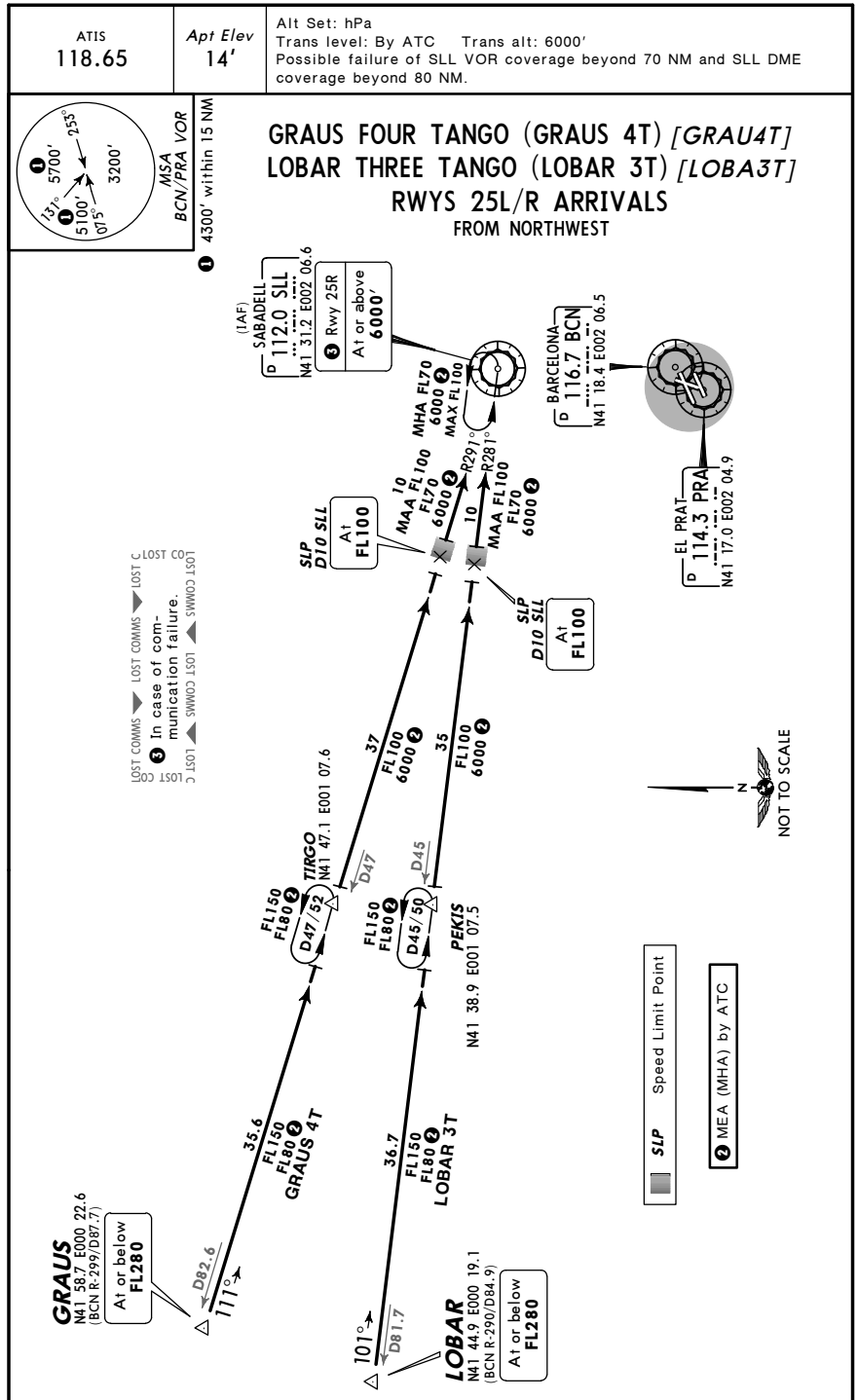
CHANGES: Crossings, MHAs & MEAs revised, MAA established.
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LEBL/BCN
 BARCELONA

JEPPESEN BARCELONA, SPAIN
 16 NOV 07 (10-2Q) Eff 22 Nov STAR

LEBL/BCN
 BARCELONA

JEPPESEN BARCELONA, SPAIN
 22 JUN 07 (10-3) Eff 5 Jul RNAV SID



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

FOR SID DESIGNATION REFER TO PAGE 10-3A

LEBL/BCN
 BARCELONA

JEPPESEN
 22 JUN 07 (10-3A) Eff 5 Jul

BARCELONA, SPAIN

SID

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

LEBL/BCN
 BARCELONA

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

BARCELONA, SPAIN

RNAV SID

Apt Elev 14' Trans level: By ATC Trans alt: 6000'

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

**AGENA ONE KILO (AGENA 1K) [AGEN1K]
 AGENA ONE LIMA (AGENA 1L) [AGEN1L]
 AGENA ONE MIKE (AGENA 1M) [AGEN1M]
 RWYS 02, 20, 07L RNAV DEPARTURES
 MAX 250 KT BELOW FL 100**

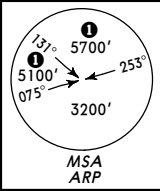
INITIAL CLIMB/ROUTING					
SID	RWY	AGENA 1K	AGENA 1L	AGENA 1M	AGENA 1M
AGENA 1K	02				
AGENA 1L	20				
AGENA 1M	07L				

① 4300' within 15 NM
 MSA BCN/PRA VOR

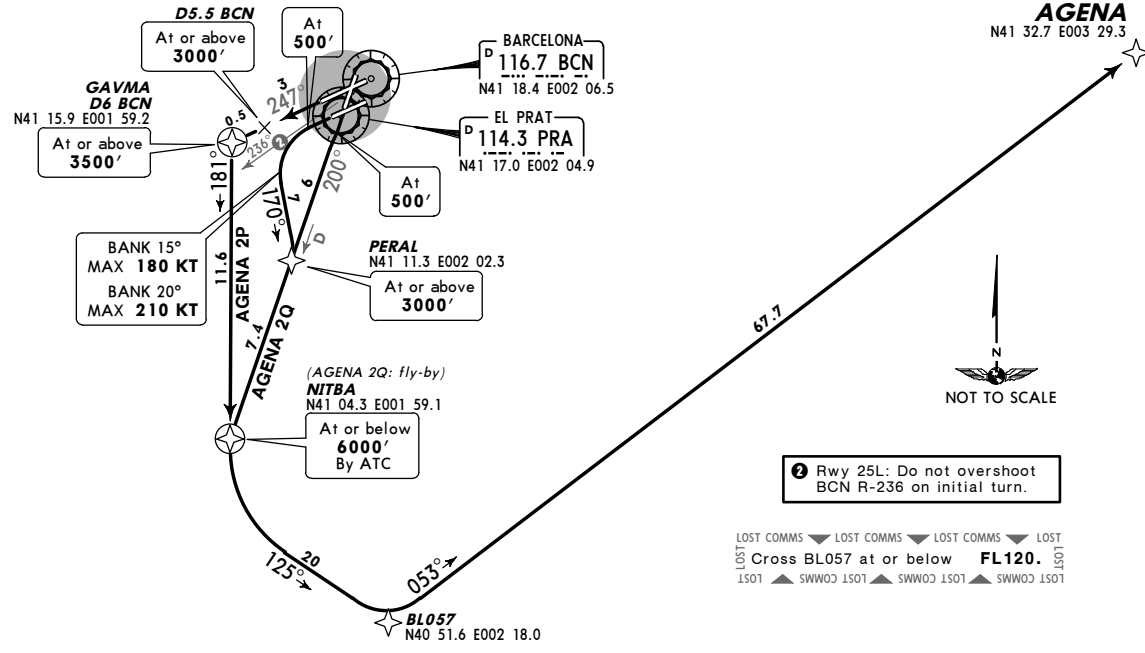
LEBL/BCN
BARCELONA, SPAIN
 13 OCT 06 (10-3C) Eff 26 Oct
RNAV SID

Ap^t Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

AGENA TWO PAPA (AGENA 2P) [AGEN2P]
AGENA TWO QUEBEC (AGENA 2Q) [AGEN2Q]
RWYS 25R, 20, 25L RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100
 RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED
 DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES



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

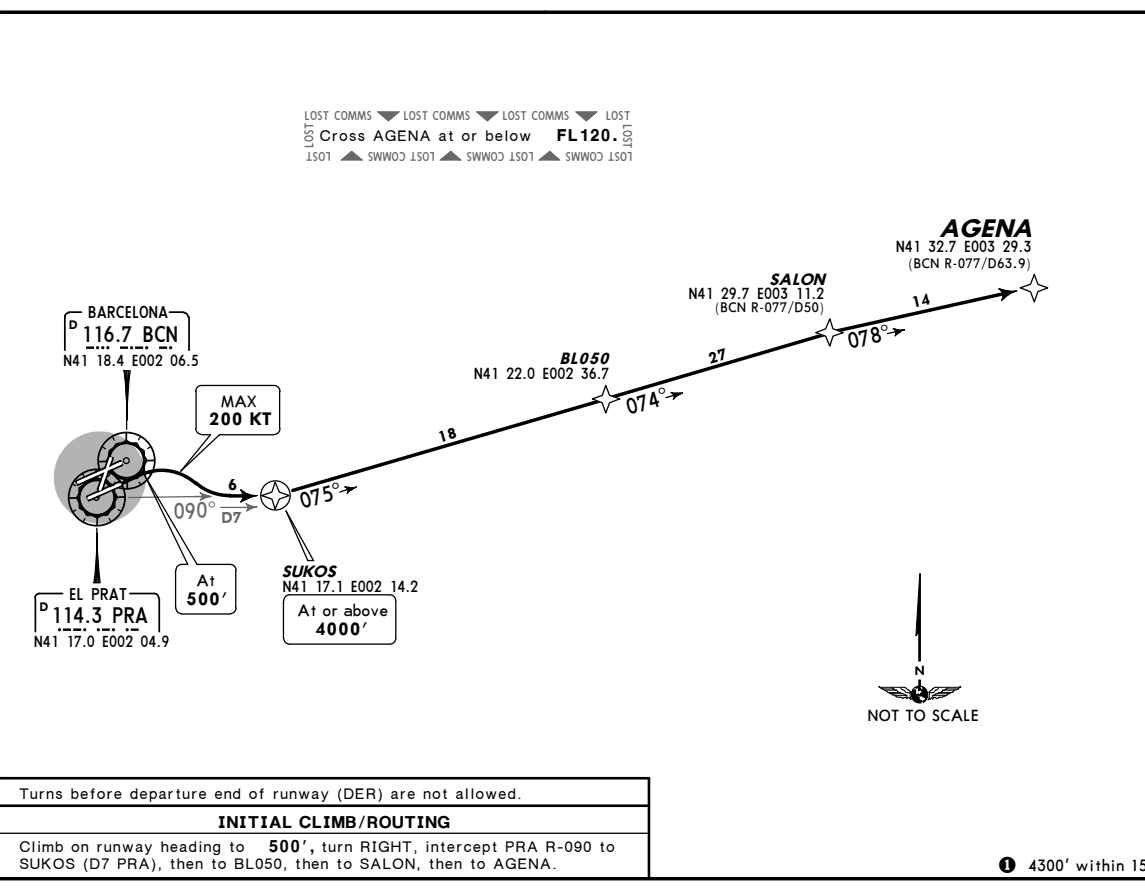
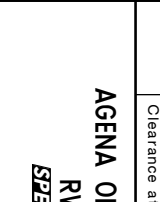


CHANGES: RNAV SIDs renumbered & revised; airport name.
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LEBL/BCN
BARCELONA, SPAIN
 13 OCT 06 (10-3D) Eff 26 Oct
RNAV SID

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

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



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

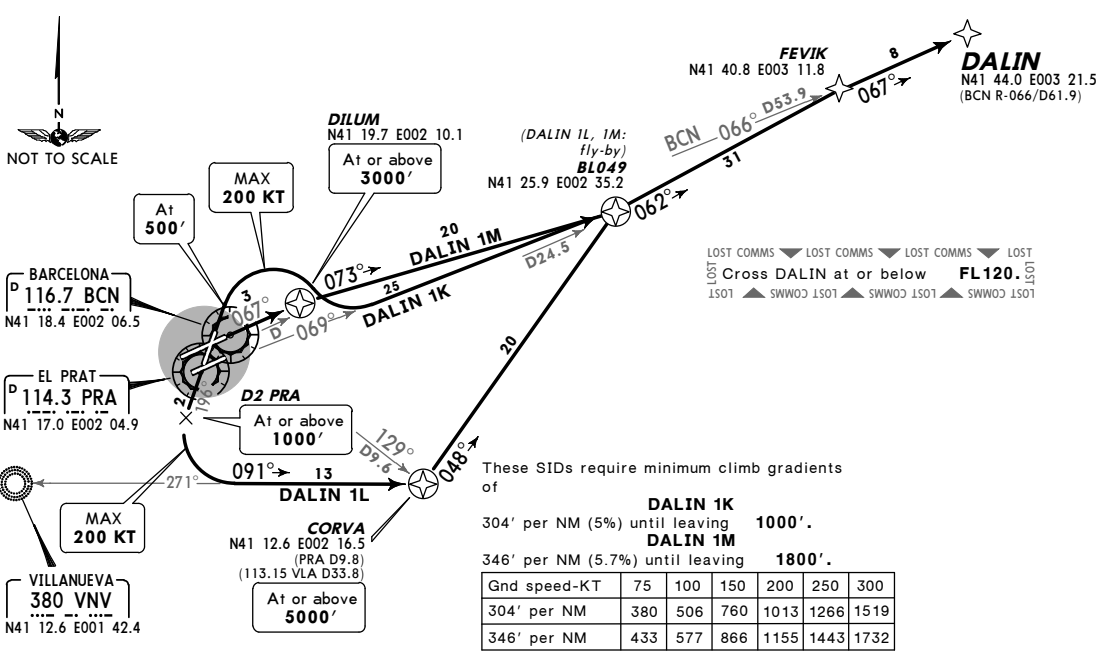
INITIAL CLIMB/ROUTING
Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL050, then to SALON, then to AGENA.

CHANGES: Airport name.
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LEBL/BCN BARCELONA
 13 OCT 06 (10-3E) EFF 26 Oct
JEPPesen
BARCELONA, SPAIN
 RNAV SID

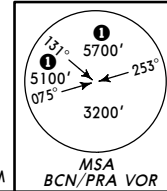
Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call. 2. For runway configuration refer to Airport Briefing pages.

DALIN ONE KILO (DALIN 1K) [DAL11K]
DALIN ONE LIMA (DALIN 1L) [DAL11L]
DALIN ONE MIKE (DALIN 1M) [DAL11M]
 RWYS 02, 20, 07L RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



SID	RWY	INITIAL CLIMB/ROUTING
DALIN 1K	02	Climb on runway heading to 500', turn RIGHT, intercept PRA R-069 to BL049 (D24.5 PRA), then to FEVIK, then to DALIN.
DALIN 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL049, then to FEVIK, then to DALIN.
DALIN 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), then to BL049, then to FEVIK, then to DALIN.

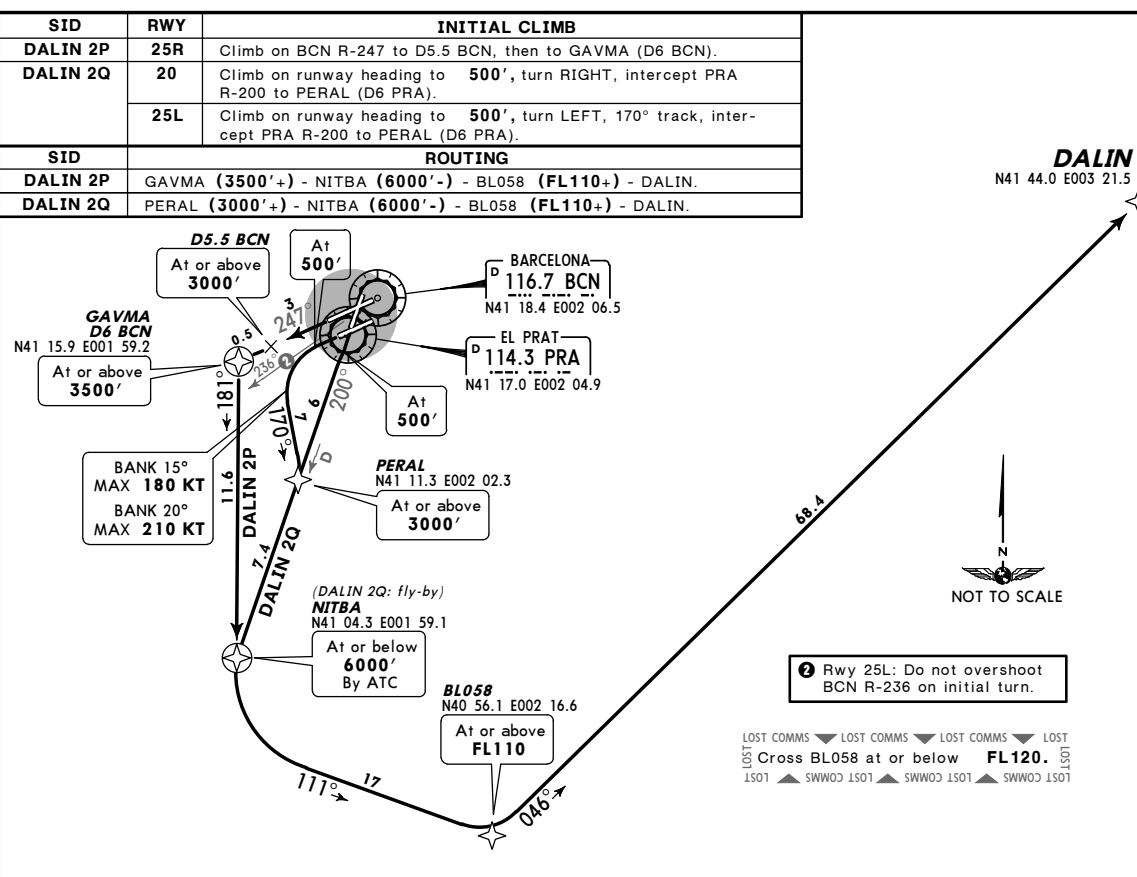
② Turns before departure end of runway (DER) are not allowed.



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

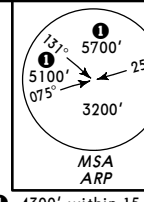
Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

DALIN TWO PAPA (DALIN 2P) [DAL12P]
DALIN TWO QUEBEC (DALIN 2Q) [DAL12Q]
 RWYS 25R, 20, 25L RNAV DEPARTURES
 RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED
 DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



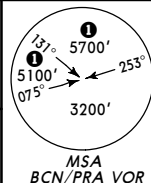
SID	RWY	INITIAL CLIMB
DALIN 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
DALIN 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to PERAL (D6 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to PERAL (D6 PRA).

SID	ROUTING
DALIN 2P	GAVMA (3500'+) - NITBA (6000'-) - BLO58 (FL110+) - DALIN.
DALIN 2Q	PERAL (3000'+) - NITBA (6000'-) - BLO58 (FL110+) - DALIN.



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

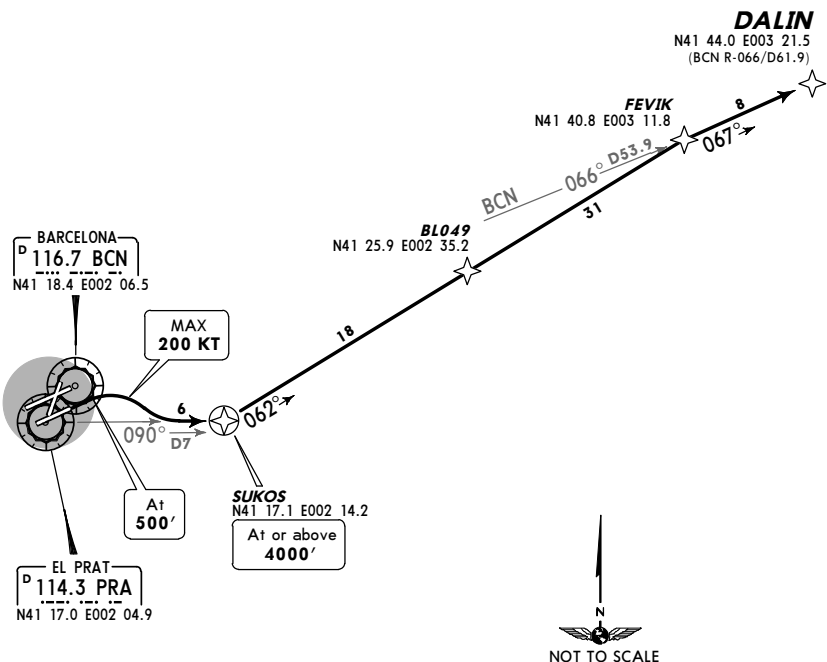
Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 1. These SIDs are restricted RNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross DALIN at or below **FL120**.
 LOST ▲ SHWOC 1501 ▲ SHWOC 1501 ▲ SHWOC 1501



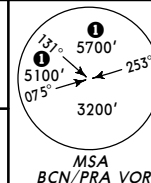
Turns before departure end of runway (DER) are not allowed.

INITIAL CLIMB/ROUTING

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

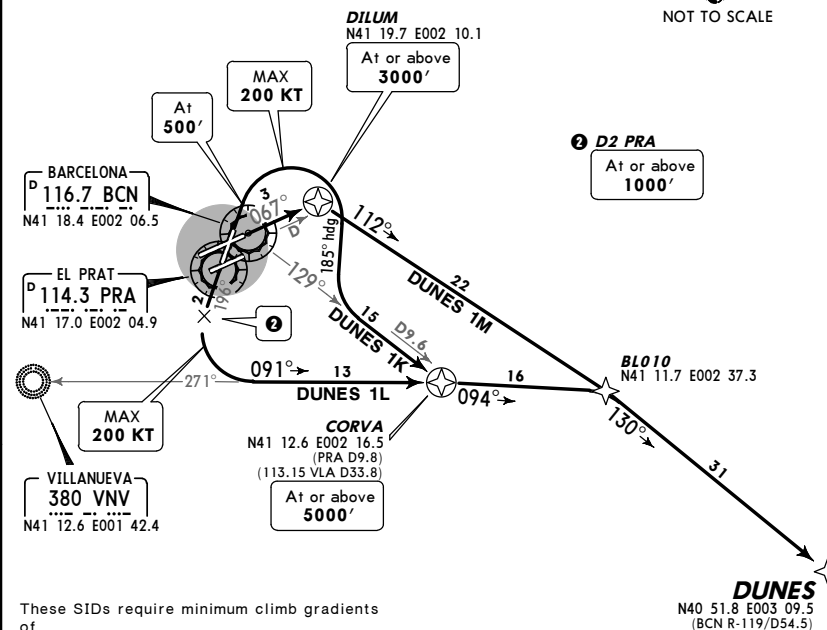
LEBL/BCN BARCELONA
 JEPPESEN BARCELONA, SPAIN
 13 OCT 06 (10-3H) Eff 26 Oct RNAV SID

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



① 4300' within 15 NM

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



These SIDs require minimum climb gradients of

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

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

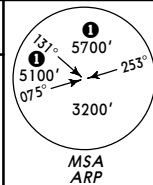
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross DUNES at or below **FL120**.
 LOST ▲ SHWOC 1501 ▲ SHWOC 1501 ▲ SHWOC 1501

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

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

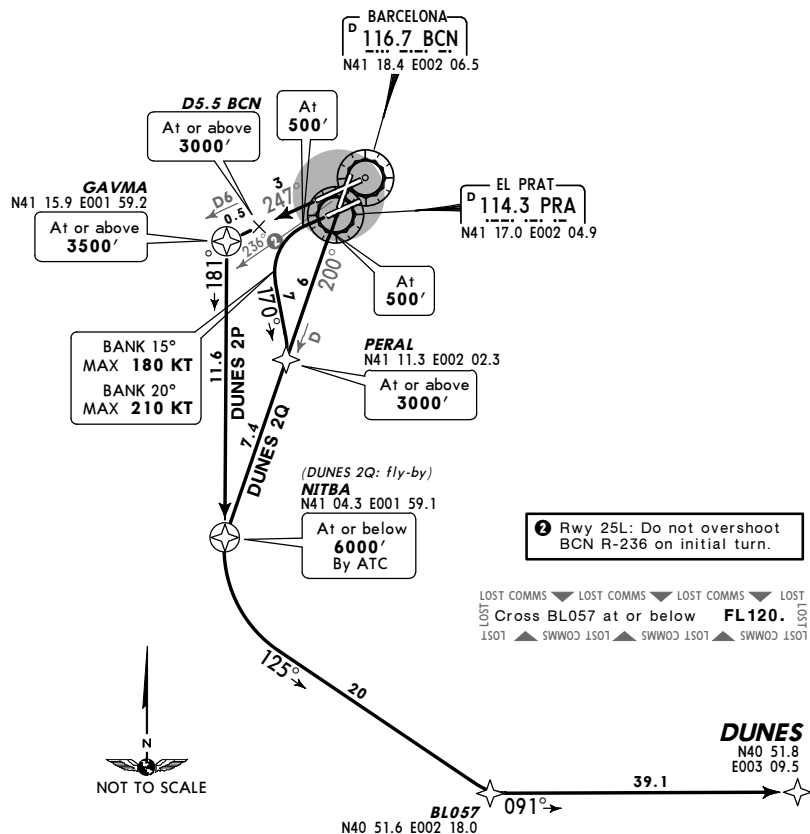
LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN**
 13 OCT 06 (10-3J) Eff 26 Oct **RNAV SID**

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



① 4300' within 15 NM

DUNES TWO PAPA (DUNES 2P) [DUNE2P]
DUNES TWO QUEBEC (DUNES 2Q) [DUNE2Q]
 RWYS 25R, 20, 25L RNAV DEPARTURES
 RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED
 DME ASSOCIATED TO ILS ARE NOT USABLE FOR P-RNAV DEPARTURES
~~PEEDS~~ MAX 250 KT BELOW FL100

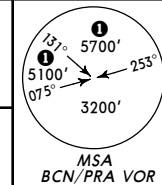


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LOST Cross BL057 at or below **FL120.** LS01
 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01

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

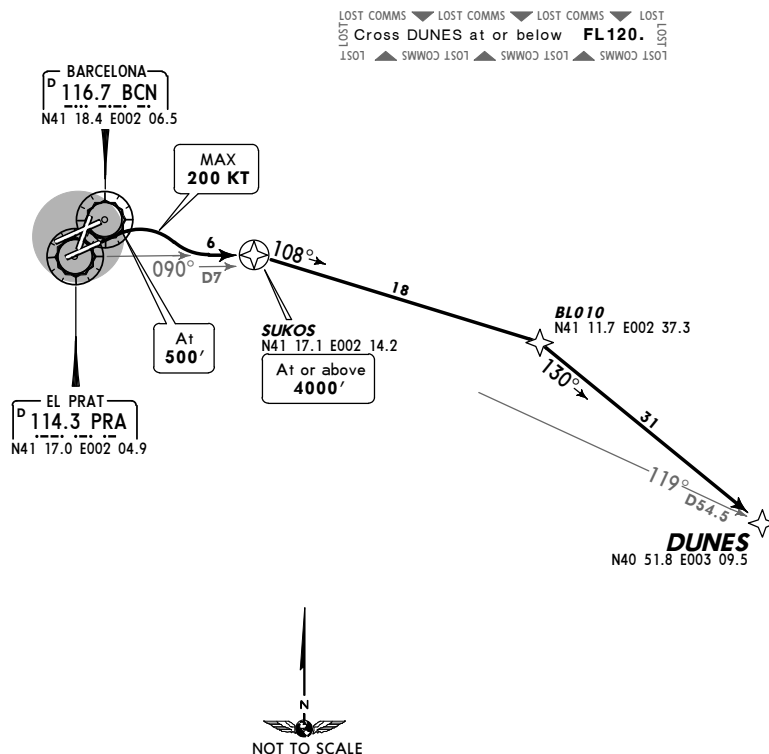
LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN**
 13 OCT 06 (10-3J) Eff 26 Oct **RNAV SID**

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



① 4300' within 15 NM

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



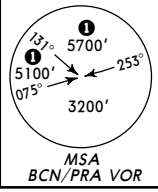
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LOST Cross DUNES at or below **FL120.** LS01
 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01

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

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

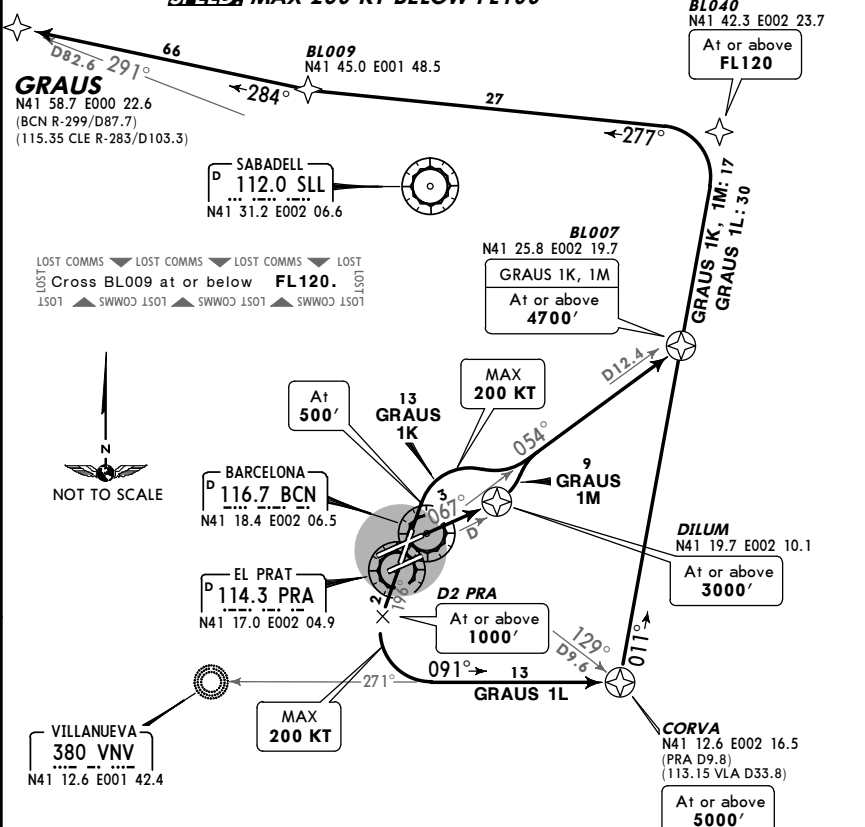
LEBL/BCN BARCELONA
13 OCT 06 (10-3J2) Eff 26 Oct
BARCELONA, SPAIN
RNAV SID

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



GRAUS ONE KILO (GRAUS 1K) [GRAU1K]
GRAUS ONE LIMA (GRAUS 1L) [GRAU1L]
GRAUS ONE MIKE (GRAUS 1M) [GRAU1M]
RWYS 02, 20, 07L RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM



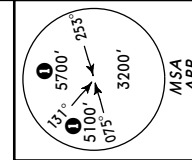
These SIDs require minimum climb gradients of
GRAUS 1K
304' per NM (5%) until leaving 1000'.
GRAUS 1M
346' per NM (5.7%) until leaving 1800'.

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

SID	RWY	INITIAL CLIMB/ROUTING
GRAUS 1K	02	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to GRAUS.
GRAUS 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL040, then to BL009, then to GRAUS.
GRAUS 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to GRAUS.

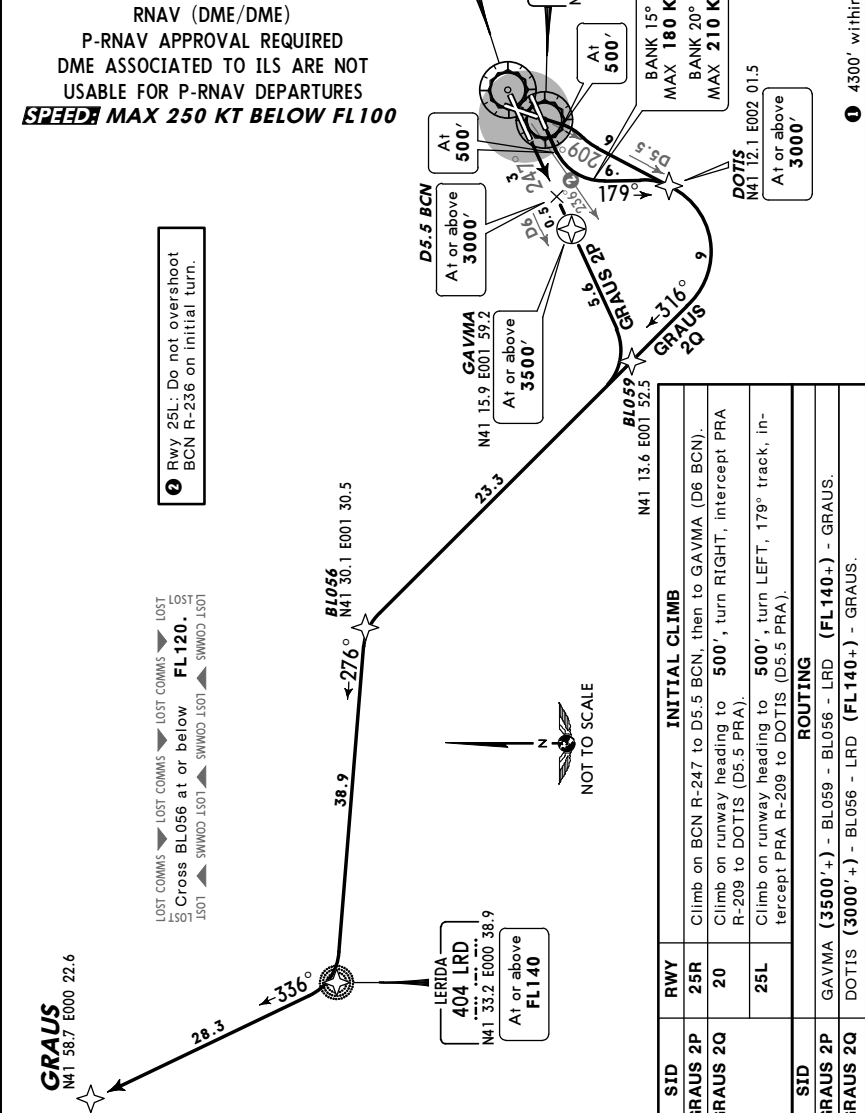
LEBL/BCN BARCELONA
13 OCT 06 (10-3J3) Eff 26 Oct
BARCELONA, SPAIN
RNAV SID

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



GRAUS TWO PAPA (GRAUS 2P) [GRAU2P]
GRAUS TWO QUEBEC (GRAUS 2Q) [GRAU2Q]
RWYS 25R, 20, 25L
RNAV DEPARTURES
RNAV (DME/DME)
P-RNAV APPROVAL REQUIRED
DME ASSOCIATED TO ILS ARE NOT
USABLE FOR P-RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM

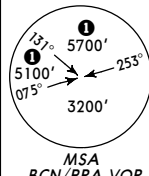


LEBL/BCN
BARCELONA

JEPPESEN
13 OCT 06 (10-3J4) Eff 26 Oct

BARCELONA, SPAIN
RNAV SID

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

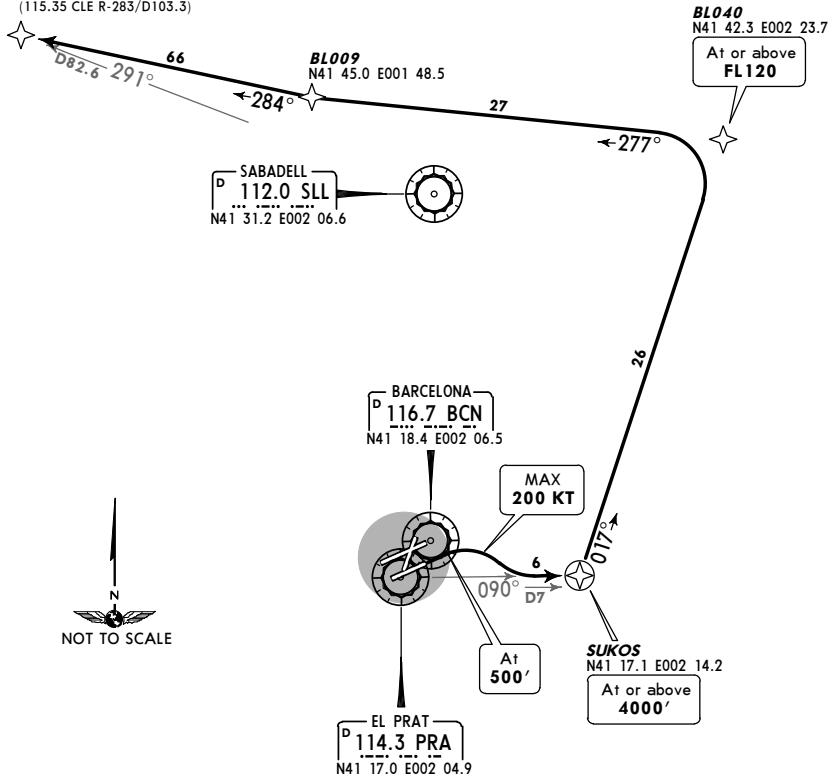


① 4300' within 15 NM

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL009 at or below **FL120**.
LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT

GRAUS
N41 58.7 E000 22.6
(BCN R-299/D87.7)
(115.35 CLE R-283/D103.3)



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

INITIAL CLIMB/ROUTING

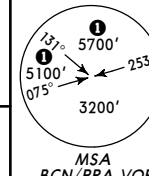
Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL040, then to BL009, then to GRAUS.

LEBL/BCN
BARCELONA

JEPPESEN
13 OCT 06 (10-3J5) Eff 26 Oct

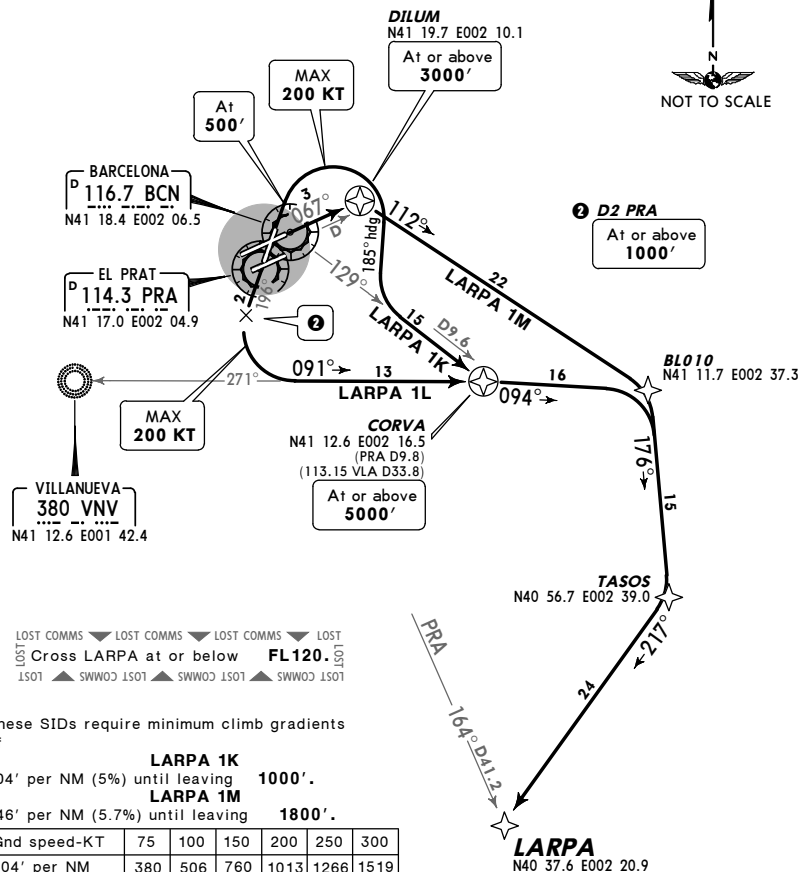
BARCELONA, SPAIN
RNAV SID

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



① 4300' within 15 NM

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



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

These SIDs require minimum climb gradients of

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

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

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

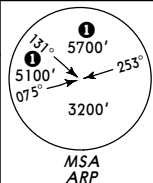
① Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3J6) Eff 26 Oct

BARCELONA, SPAIN
 RNAV SID

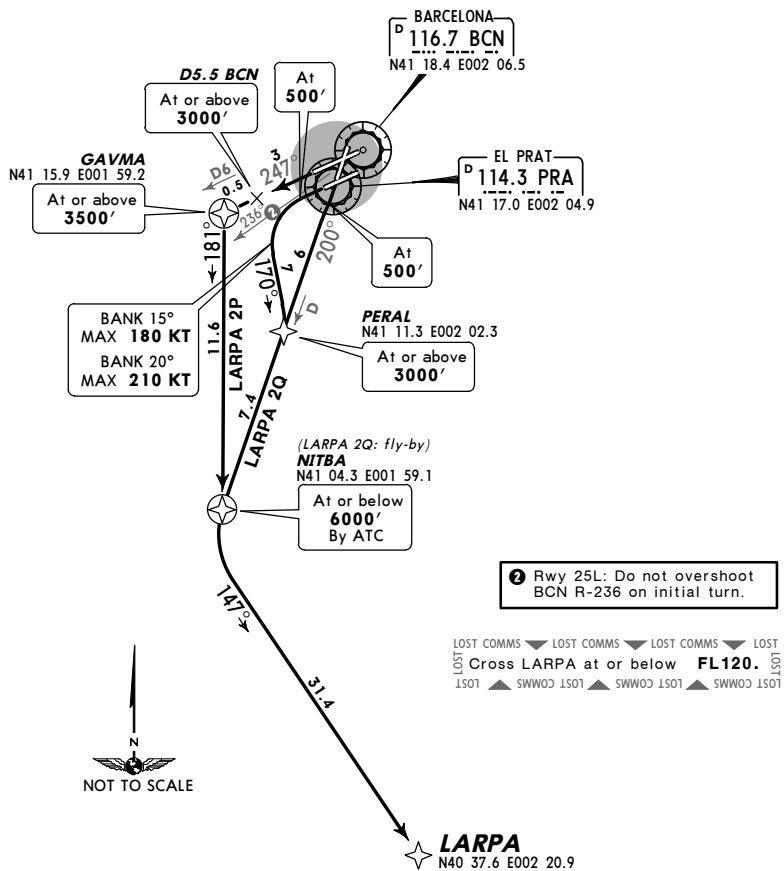
Apt Elev 14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross LARPA at or below **FL120**.
 LOST
 LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT



NOT TO SCALE

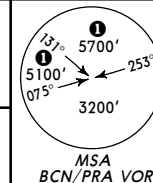
SID	RWY	INITIAL CLIMB
LARPA 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
LARPA 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to PERAL (D6 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to PERAL (D6 PRA).
SID	ROUTING	
LARPA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

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3J7) Eff 26 Oct

BARCELONA, SPAIN
 RNAV SID

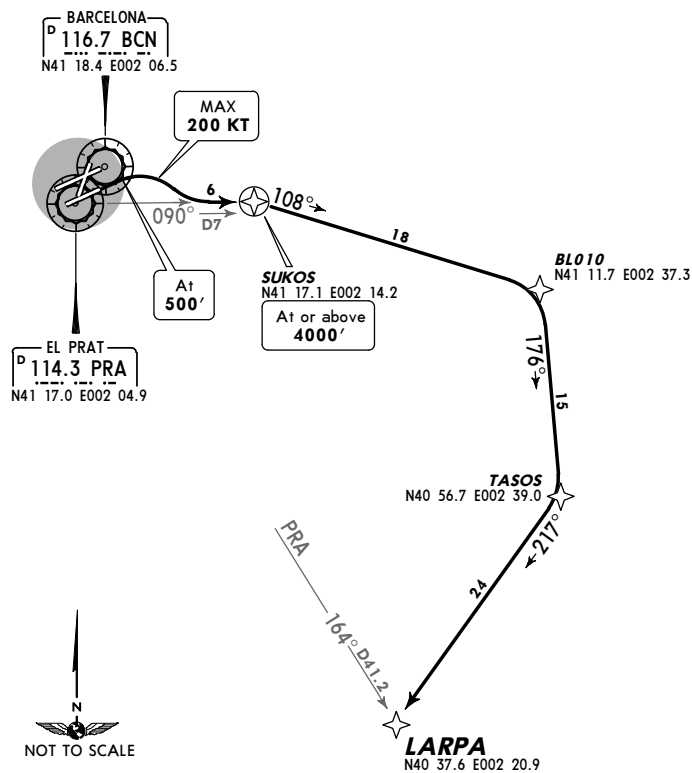
Apt Elev 14' Trans level: By ATC Trans alt: 6000'
 1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross LARPA at or below **FL120**.
 LOST
 LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT ▲ SSWWOC LSOT



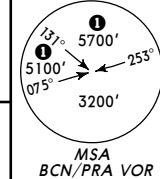
NOT TO SCALE

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

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

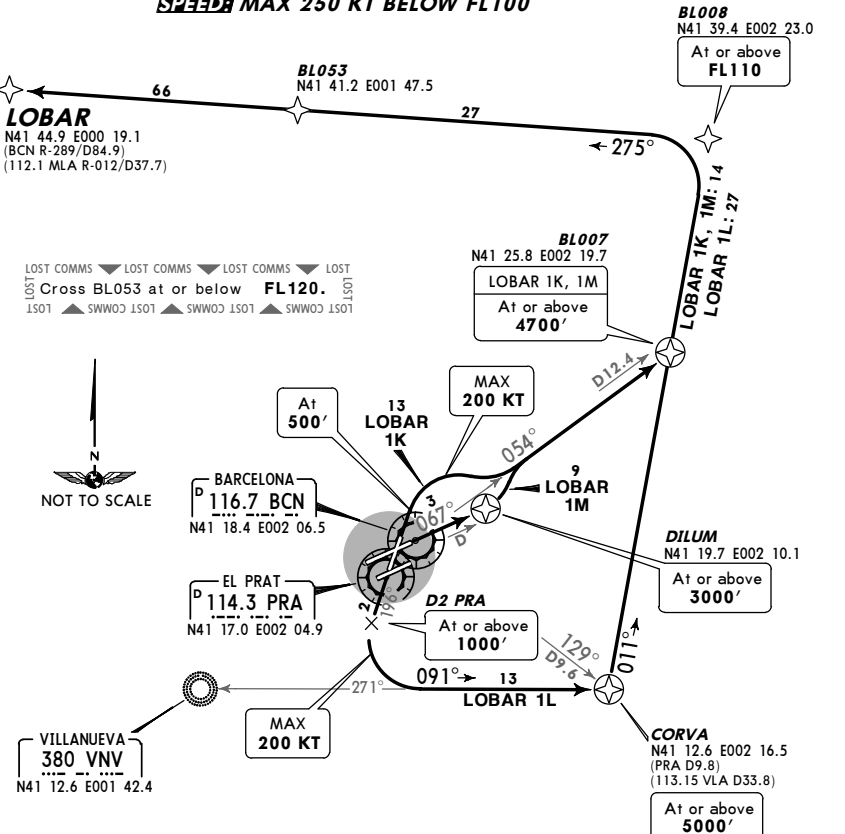
LEBL/BCN BARCELONA
 13 OCT 06 (10-3J8) Eff 26 Oct
 BARCELONA, SPAIN
 RNAV SID

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



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

① 4300' within 15 NM



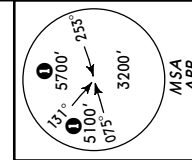
These SIDs require minimum climb gradients of
LOBAR 1K
 304' per NM (5%) until leaving 1000'.
LOBAR 1M
 346' per NM (5.7%) until leaving 1800'.

Gnd speed-KT	75	100	150	200	250	300
LOBAR 1K	304'	506'	760'	1013'	1266'	1519'
LOBAR 1M	433'	577'	866'	1155'	1443'	1732'

SID	RWY	INITIAL CLIMB/ROUTING
LOBAR 1K	02	Climb on runway heading to 500', turn RIGHT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL008, then to BL053, then to LOBAR.
LOBAR 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL008, then to BL053, then to LOBAR.
LOBAR 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.4 BCN), turn LEFT to BL008, then to BL053, then to LOBAR.

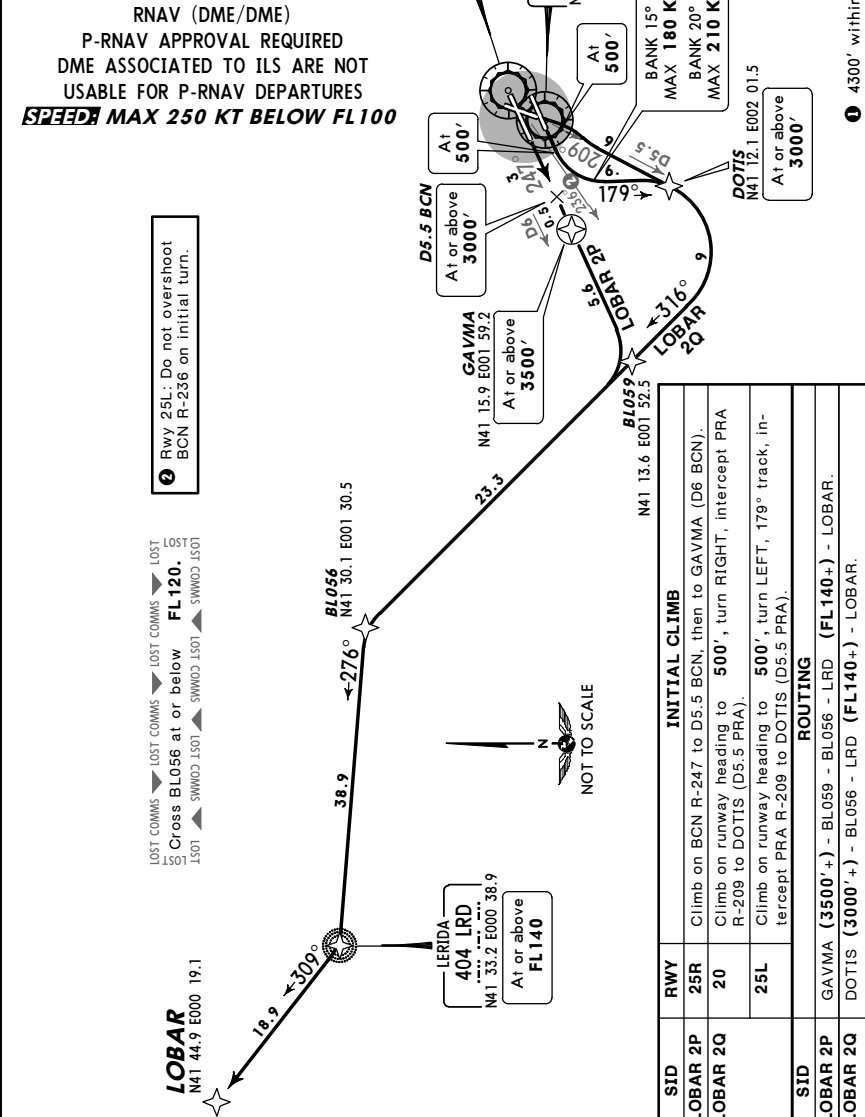
LEBL/BCN BARCELONA
 13 OCT 06 (10-3K) Eff 26 Oct
 BARCELONA, SPAIN
 RNAV SID

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



LOBAR TWO PAPA (LOBAR 2P) [LOBA2P]
 LOBAR TWO QUEBEC (LOBAR 2Q) [LOBA2Q]
 RWYS 25R, 20, 25L
 RNAV DEPARTURES
 RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED
 DME ASSOCIATED TO ILS ARE NOT
 USABLE FOR P-RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM



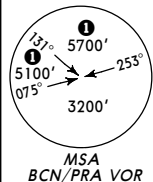
SID	RWY	INITIAL CLIMB ROUTING
LOBAR 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
LOBAR 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).
SID	ROUTING	
LOBAR 2P	GAVMA (3500'+) - BL059 - BL056 - LRD (FL140+) - LOBAR.	
LOBAR 2Q	DOTIS (3000'+) - BL056 - LRD (FL140+) - LOBAR.	

LEBL/BCN
BARCELONA

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

BARCELONA, SPAIN
RNAV SID

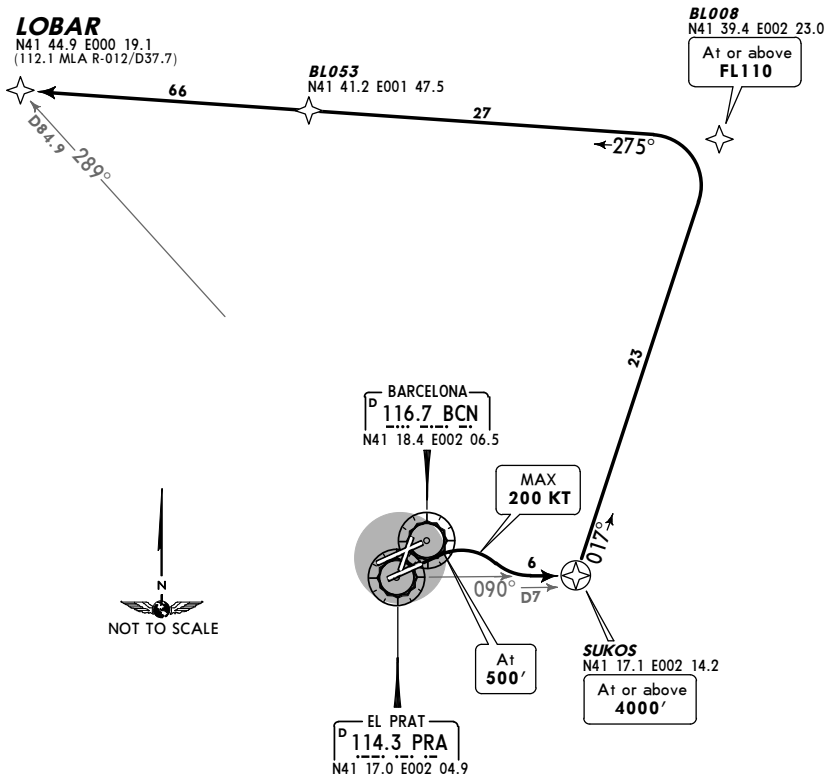
Apt Elev 14'
Trans level: By ATC Trans alt: 6000'
1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

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

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
Cross BL053 at or below **FL120.**
LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT ▲ SWW03 LSOT



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

INITIAL CLIMB/ROUTING

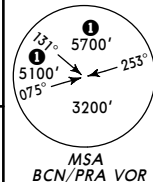
Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BLO08, then to LOBAR.

LEBL/BCN
BARCELONA

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

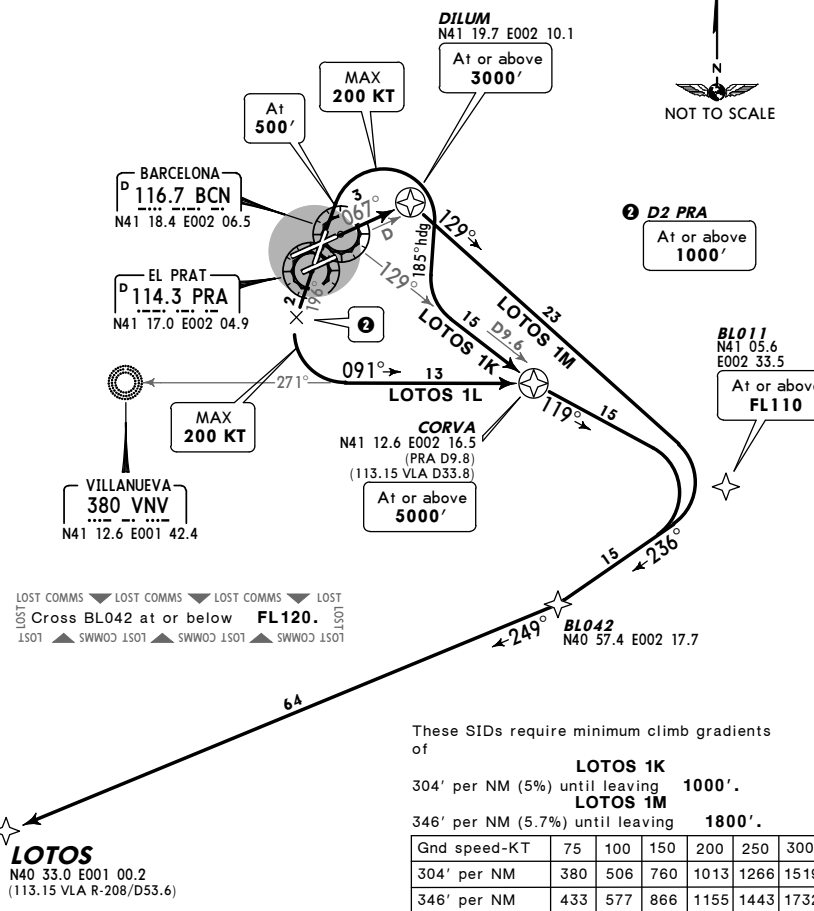
BARCELONA, SPAIN
RNAV SID

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



① 4300' within 15 NM

LOTOS ONE KILO (LOTOS 1K) [LOTO1K]
LOTOS ONE LIMA (LOTOS 1L) [LOTO1L]
LOTOS ONE MIKE (LOTOS 1M) [LOTO1M]
RWYS 02, 20, 07L RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100



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

These SIDs require minimum climb gradients of

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

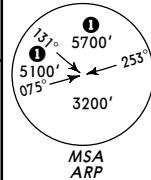
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
346' per NM	433	577	866	1155	1443	1732

SID	RWY	INITIAL CLIMB/ROUTING
LOTOS 1K	02 ①	Climb on runway heading to 500' , turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BLO11, then to BLO42, then to LOTOS.
LOTOS 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn RIGHT to BLO11, then to BLO42, then to LOTOS.
LOTOS 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn RIGHT to BLO11, then to BLO42, then to LOTOS.

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

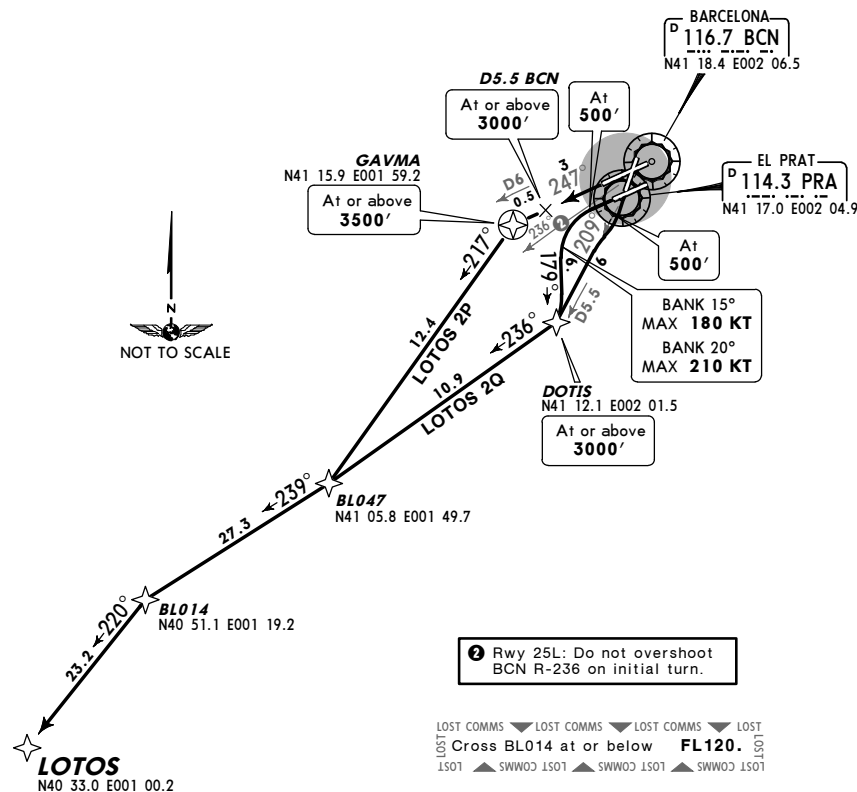
LEBL/BCN BARCELONA 13 OCT 06 (10-3L2) Eff 26 Oct RNAV SID BARCELONA, SPAIN

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



4300' within 15 NM

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



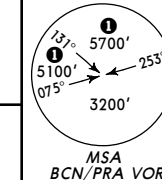
2 Rwy 25L: Do not overshoot BCN R-236 on initial turn.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross BL014 at or below **FL120**.
 LOST
 ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

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

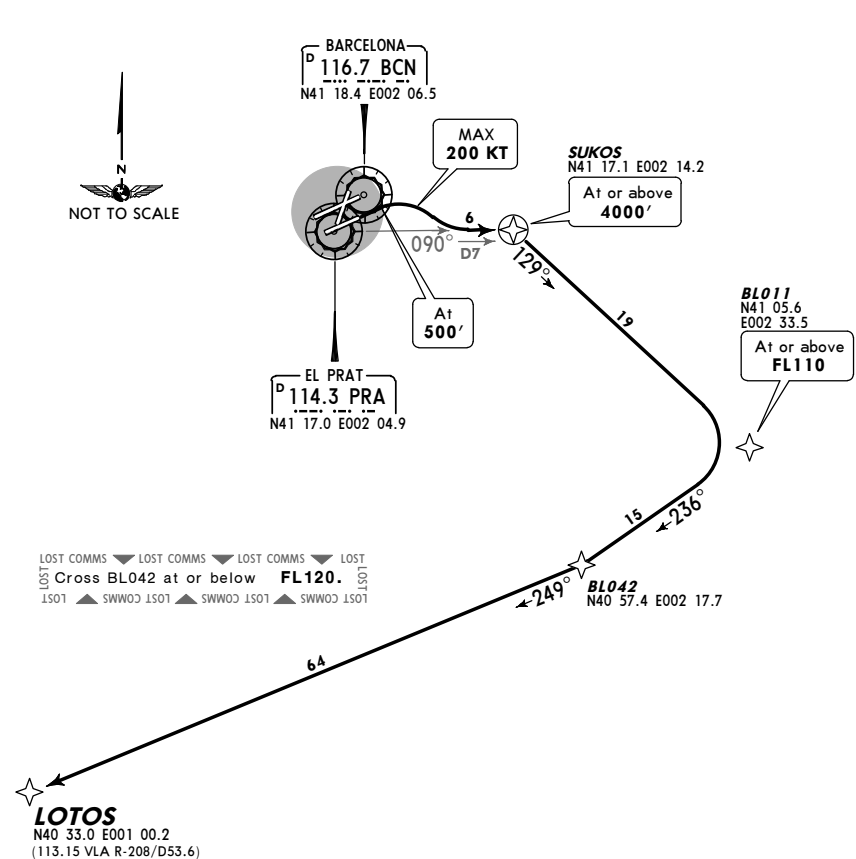
LEBL/BCN BARCELONA 13 OCT 06 (10-3L3) Eff 26 Oct RNAV SID BARCELONA, SPAIN

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



4300' within 15 NM

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross BL042 at or below **FL120**.
 LOST
 ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT ▲ SWWOC ISOT

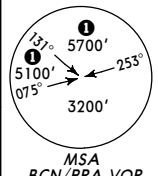
Turns before departure end of runway (DER) are not allowed.
INITIAL CLIMB/ROUTING
 Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL011, then to BL042, then to LOTOS.

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3L6) Eff 26 Oct

BARCELONA, SPAIN
 RNAV SID

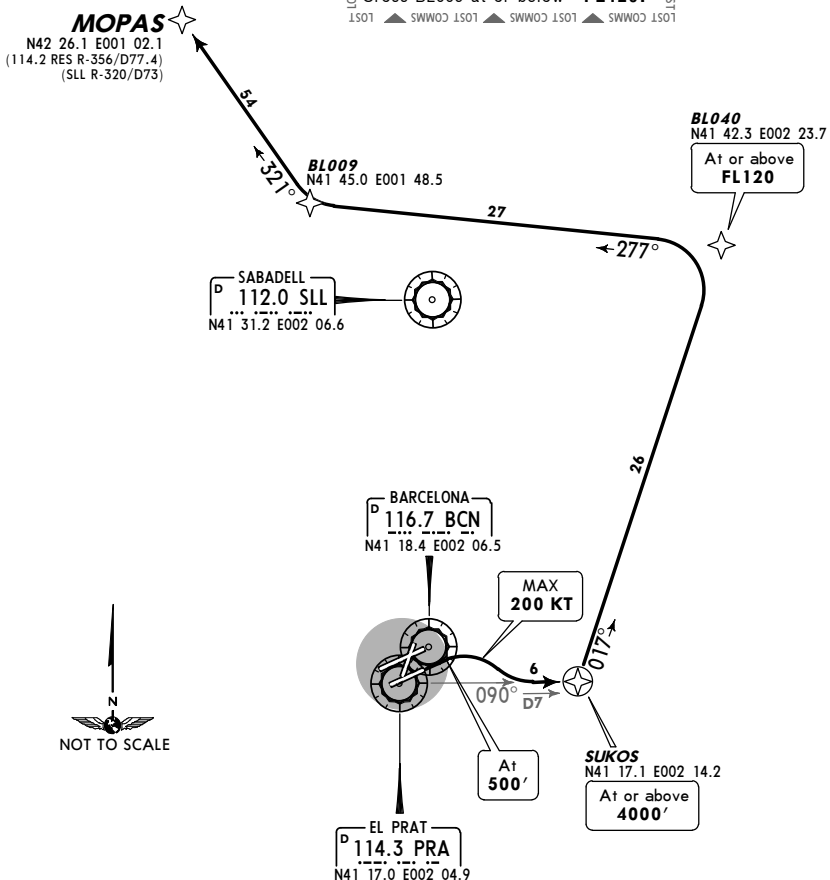
Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 1. These SIDs are restricted BRNAV procedures to equipment that supports fly-by functionality. If such equipment is not available, it must be notified to BARCELONA Clearance at first call.
 2. For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

MOPAS ONE ROMEO (MOPAS 1R) [MOPA1R]
RWY 07R RNAV DEPARTURE
~~SPEEDS~~ MAX 250 KT BELOW FL100

LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST
 LOST Cross BL009 at or below **FL120.** LOST
 LOST ▲ SWWOC LOST ▲ SWWOC LOST ▲ SWWOC LOST



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

INITIAL CLIMB/ROUTING

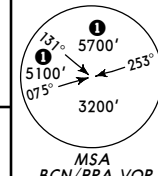
Climb on runway heading to **500'**, turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL040, then to BL009, then to MOPAS.

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3L7) Eff 26 Oct

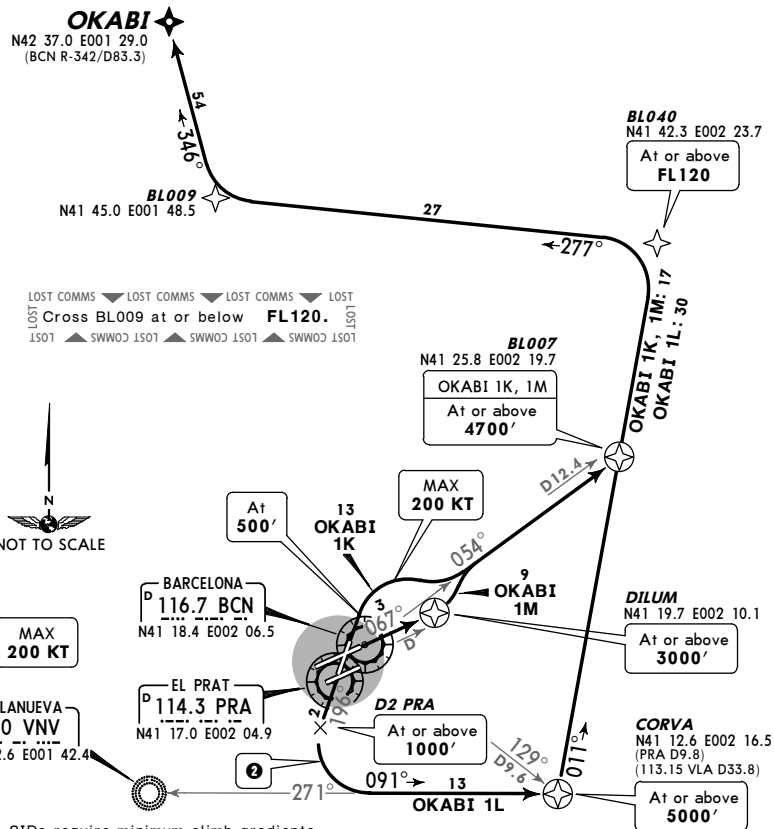
BARCELONA, SPAIN
 RNAV SID

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



① 4300' within 15 NM

OKABI ONE KILO (OKABI 1K) [OKABI1K]
OKABI ONE LIMA (OKABI 1L) [OKABI1L]
OKABI ONE MIKE (OKABI 1M) [OKABI1M]
RWYS 02, 20, 07L RNAV DEPARTURES
~~SPEEDS~~ MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

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

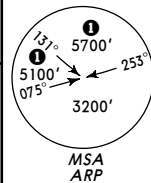
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
346' per NM	433	577	866	1155	1443	1732

SID	RWY	INITIAL CLIMB/ROUTING
OKABI 1K	02	Climb on runway heading to 500' , turn RIGHT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to OKABI.
OKABI 1L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, then to BL040, then to BL009, then to OKABI.
OKABI 1M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn LEFT, intercept BCN R-054 to BL007 (D12.4 BCN), then to BL040, then to BL009, then to OKABI.

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

LEBL/BCN BARCELONA
13 OCT 06 (10-3L8) Eff 26 Oct
BARCELONA, SPAIN
RNAV SID

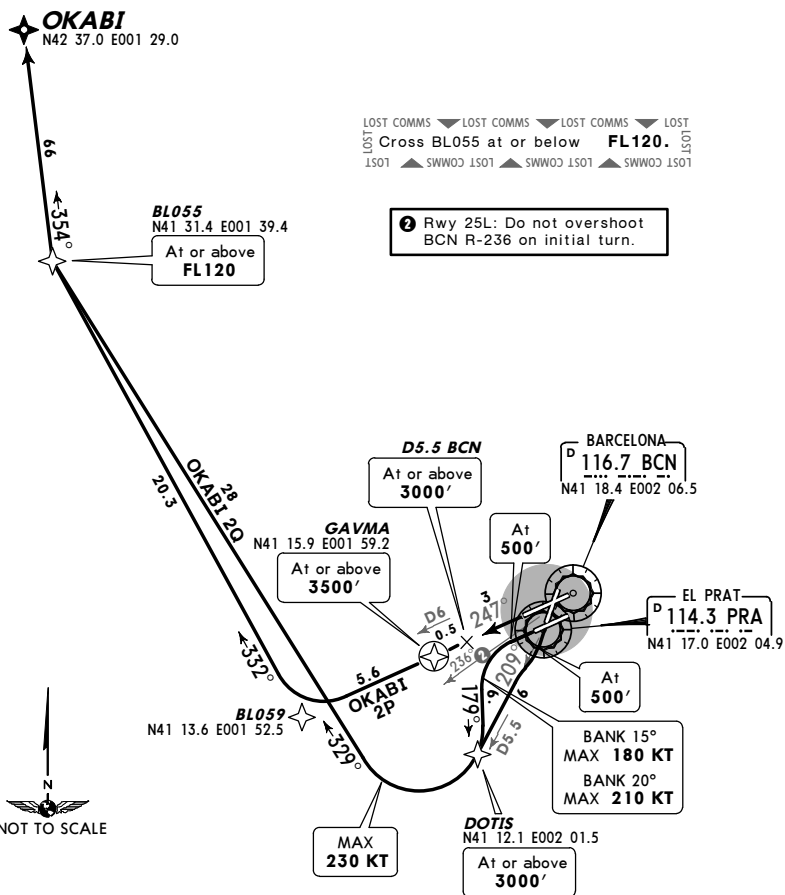
Apt Elev 14'
Trans level: By ATC Trans alt: 6000'
For runway configuration refer to Airport Briefing pages.



4300' within 15 NM

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

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



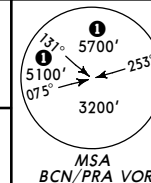
LOST COMMS
Cross BL055 at or below **FL120**

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

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

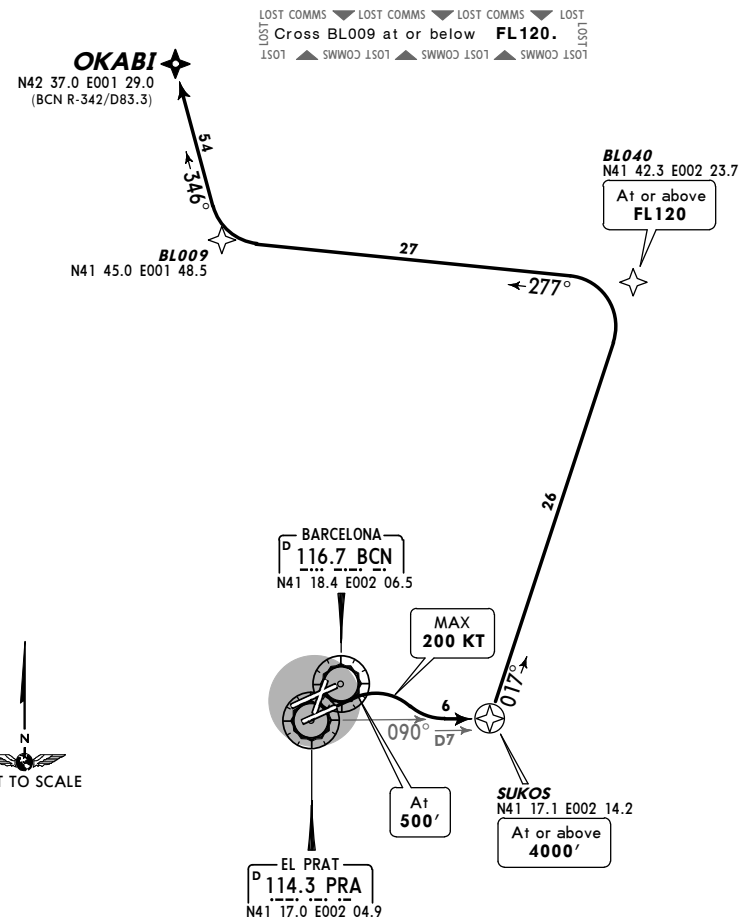
LEBL/BCN BARCELONA
13 OCT 06 (10-3M) Eff 26 Oct
BARCELONA, SPAIN
RNAV SID

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



4300' within 15 NM

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



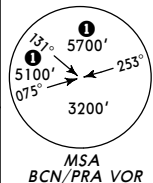
LOST COMMS
Cross BL009 at or below **FL120**

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

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

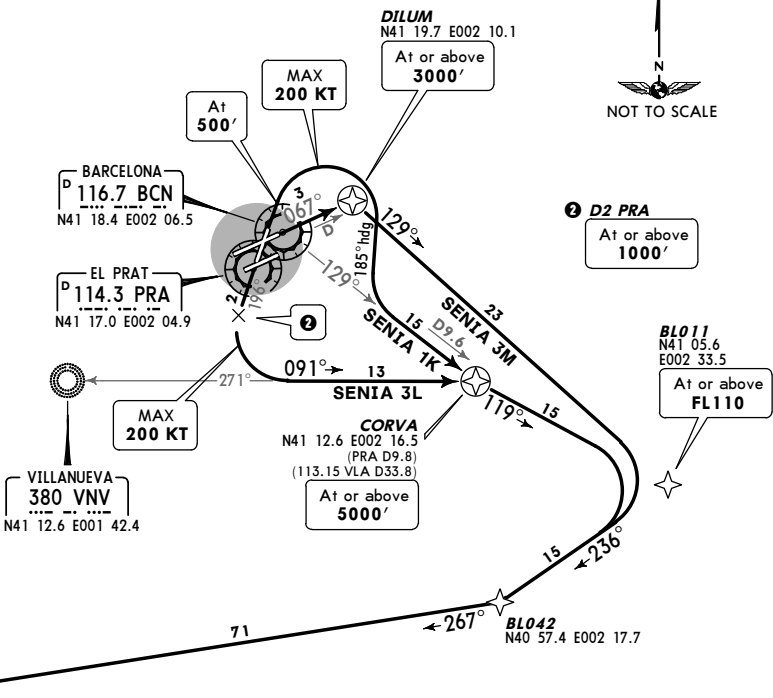
LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN**
 13 OCT 06 (10-3N) Eff 26 Oct RNAV SID

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



① 4300' within 15 NM

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



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

These SIDs require minimum climb gradients of

SENIA 1K
 304' per NM (5%) until leaving 1000'.
SENIA 3M
 346' per NM (5.7%) until leaving 1800'.

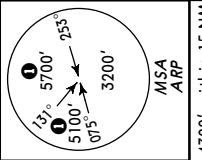
Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
346' per NM	433	577	866	1155	1443	1732

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LOST Cross BL042 at or below FL120. LOST
 LOST ▲ SWWOD LOST ▲ SWWOD LOST ▲ SWWOD LOST

SID	RWY	INITIAL CLIMB/ROUTING
SENIA 1K	02 ③	Climb on runway heading to 500', turn RIGHT, 185° heading, intercept BCN R-129 to CORVA (D9.6 BCN), then to BL011, then to BL042, then to SENIA.
SENIA 3L	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn RIGHT to BL011, then to BL042, then to SENIA.
SENIA 3M	07L	Climb on runway heading to BCN, BCN R-067 to DILUM (D3 BCN), turn RIGHT to BL011, then to BL042, then to SENIA.

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

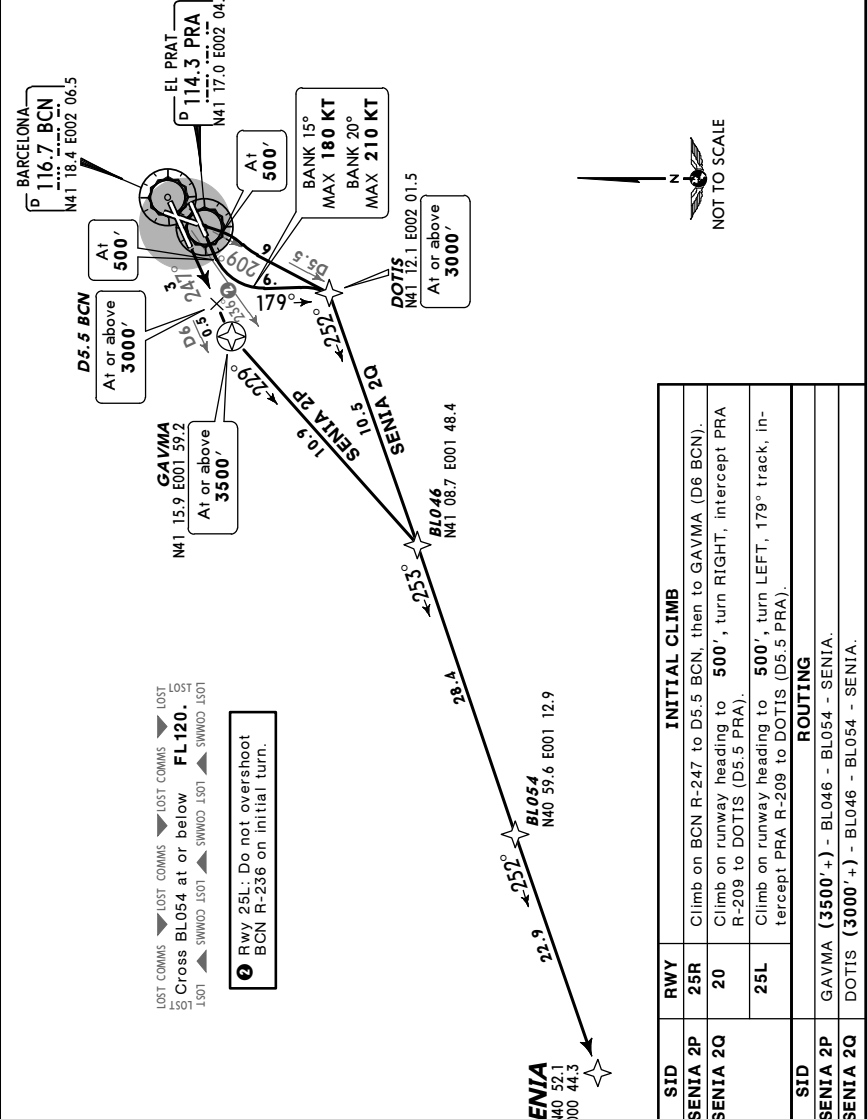
Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



① 4300' within 15 NM

SENIA TWO PAPA (SENIA 2P) [SENI2P]
SENIA TWO QUEBEC (SENIA 2Q) [SENI2Q]
 RWYS 25R, 20, 25L RNAV DEPARTURES
 RNAV (DME/DME)

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LOST Cross BL054 at or below FL120. LOST
 LOST ▲ SWWOD LOST ▲ SWWOD LOST ▲ SWWOD LOST

② Rwy 25L: Do not overshoot BCN R-236 on initial turn.

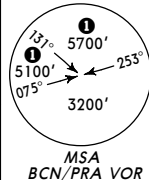
SID	RWY	INITIAL CLIMB
SENIA 2P	25R	Climb on BCN R-247 to D5.5 BCN, then to GAVMA (D6 BCN).
SENIA 2Q	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to DOTIS (D5.5 PRA).
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to DOTIS (D5.5 PRA).
SID	ROUTING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

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3N2) Eff 26 Oct

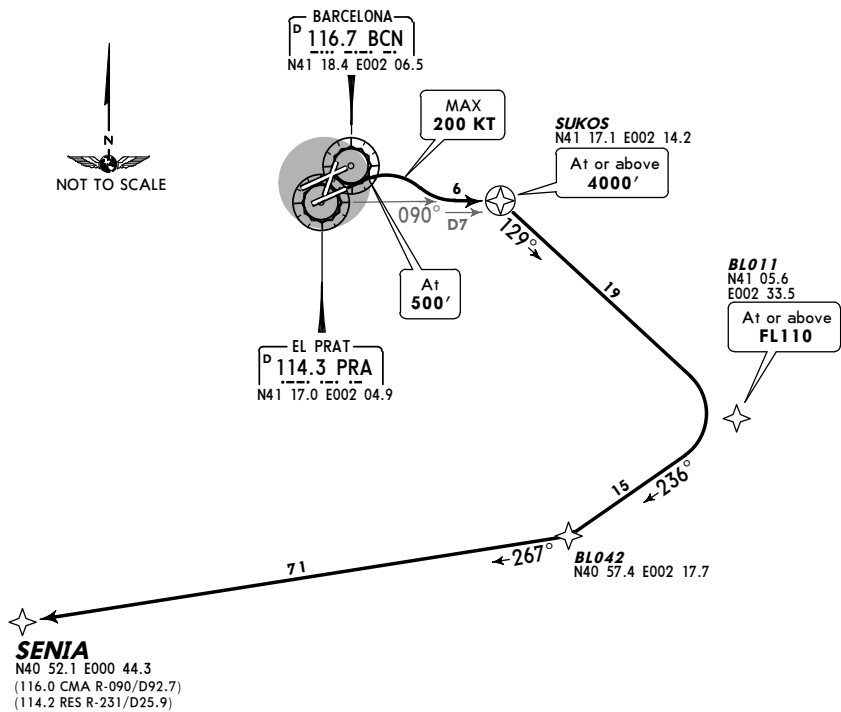
BARCELONA, SPAIN
 RNAV SID

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



① 4300' within 15 NM

SENIA THREE ROMEO (SENIA 3R) [SEN13R]
 RWY 07R RNAV DEPARTURE
SPEEDS MAX 250 KT BELOW FL100



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

INITIAL CLIMB/ROUTING

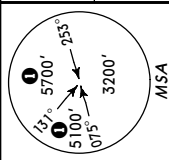
Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL011, then to BL042, then to SENIA.

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3N3) Eff 26 Oct

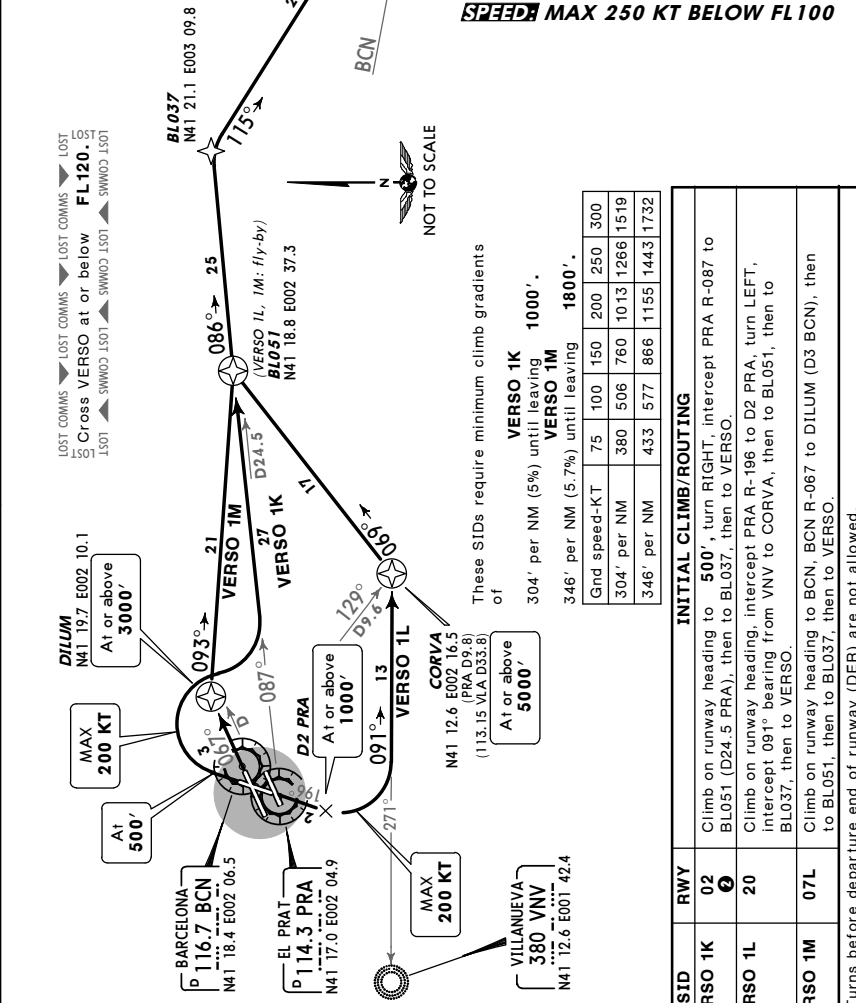
BARCELONA, SPAIN
 RNAV SID

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



① 4300' within 15 NM

VERSO ONE KILO (VERSO 1K) [VERS1K]
 VERSO ONE LIMA (VERSO 1L) [VERS1L]
 VERSO ONE MIKE (VERSO 1M) [VERS1M]
 RWYS 02, 20, 07L
 RNAV DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

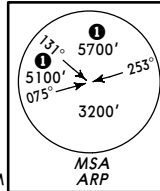
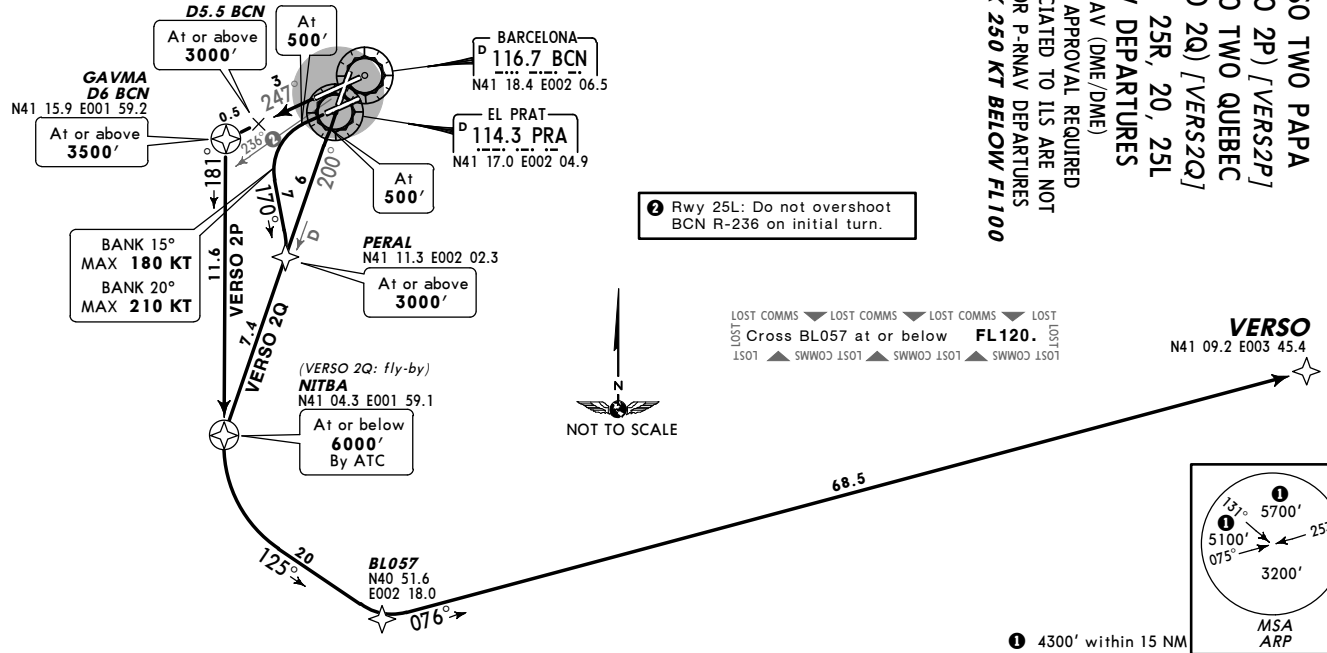


LEBL/BCN
BARCELONA
 13 OCT 06 (10-3N4) Eff 26 Oct
JEPPesen
BARCELONA, SPAIN
RNAV SID

Ap^t Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

VERSO TWO PAPA
 (VERSO 2P) [VERS2P]
VERSO TWO QUEBEC
 (VERSO 2Q) [VERS2Q]
 RWYS 25R, 20, 25L
RNAV DEPARTURES
 RNAV (DME/DME)
 P-RNAV APPROVAL REQUIRED
 DME ASSOCIATED TO ILS ARE NOT
 USABLE FOR P-RNAV DEPARTURES
SPEED MAX 250 KT BELOW FL100

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



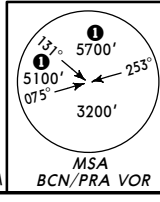
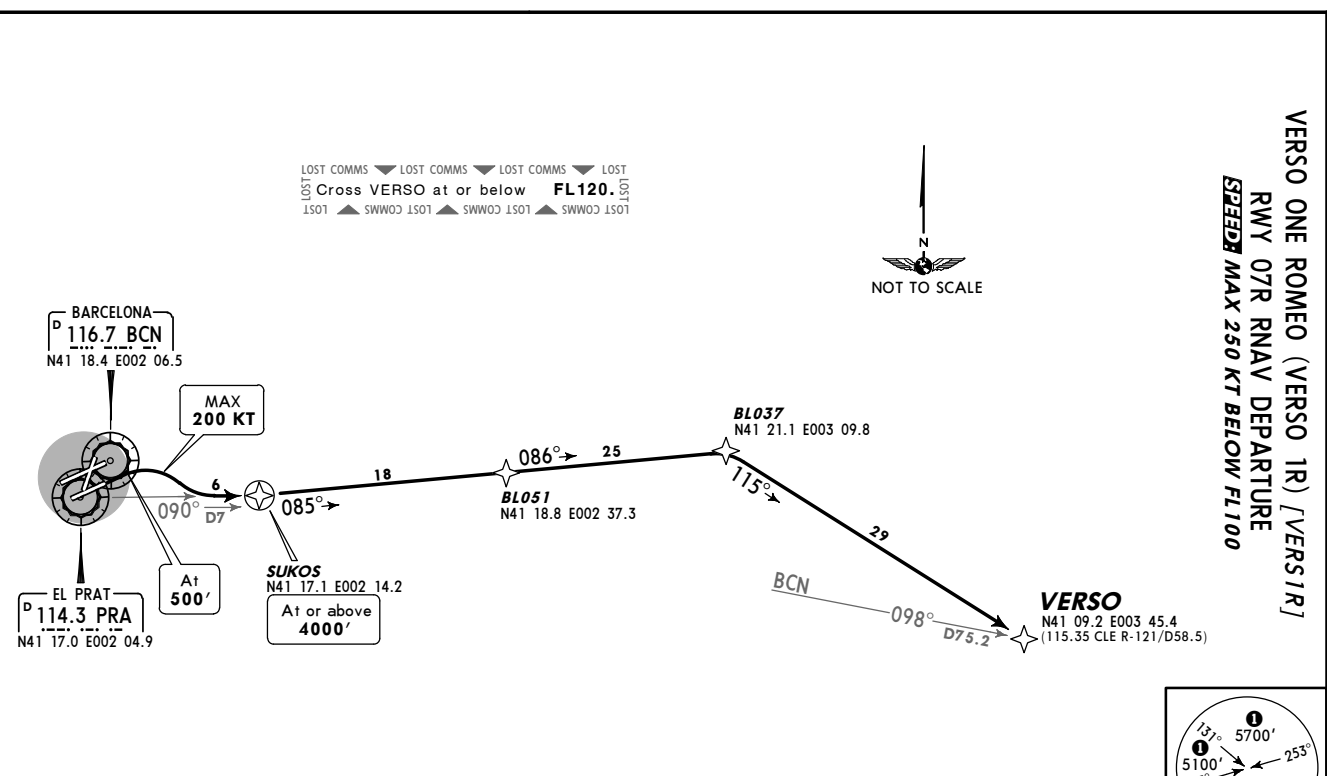
4300' within 15 NM

CHANGES: RNAV SIDs renumbered & reissued; airport name.

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

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

VERSO ONE ROMEO (VERSO 1R) [VERS1R]
RWY 07R RNAV DEPARTURE
SPEED MAX 250 KT BELOW FL100



4300' within 15 NM

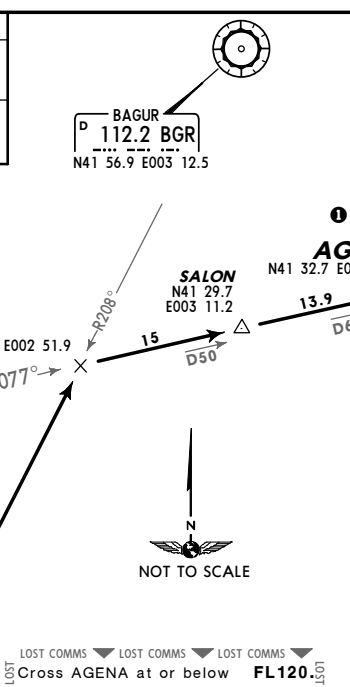
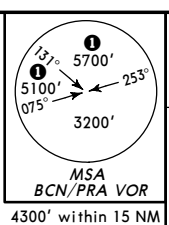
Turns before departure end of runway (DER) are not allowed.

INITIAL CLIMB/ROUTING
Climb on runway heading to 500', turn RIGHT, intercept PRA R-090 to SUKOS (D7 PRA), then to BL051, then to BL037, then to VERSO.

CHANGES: Airport name.

LEBL/BCN
BARCELONA
 13 OCT 06 (10-316) **EFF 26 Oct**
JEPPesen
BARCELONA, SPAIN
SID

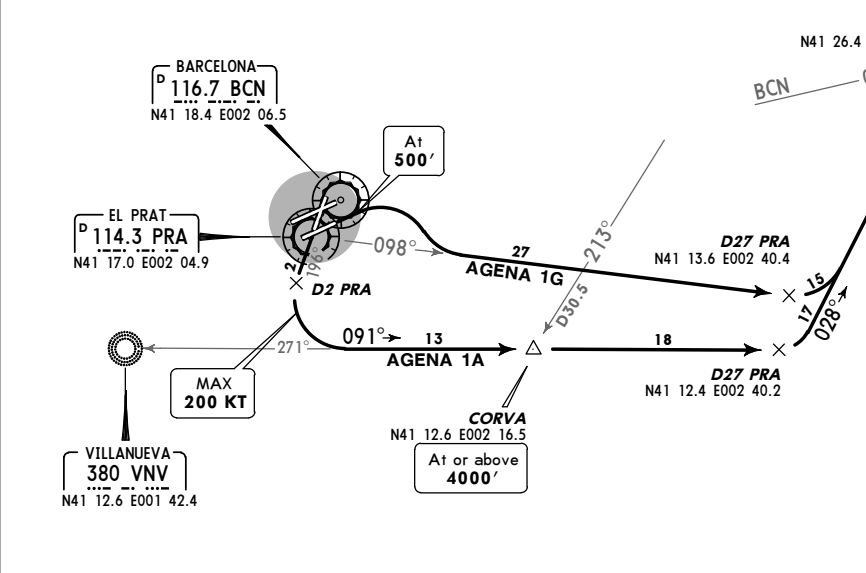
Appl Elev 14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



SID	RWY	ROUTING
AGENA 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.
AGENA 1G	07R	Climb on runway heading to 500' , turn RIGHT, intercept PRA R-098 to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.

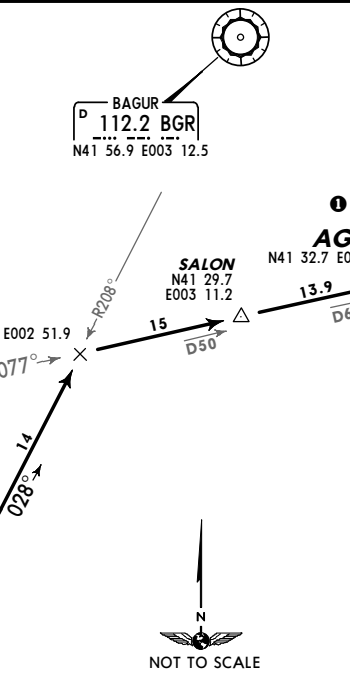
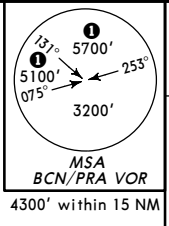
AGENA 1A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving **4000'**.

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

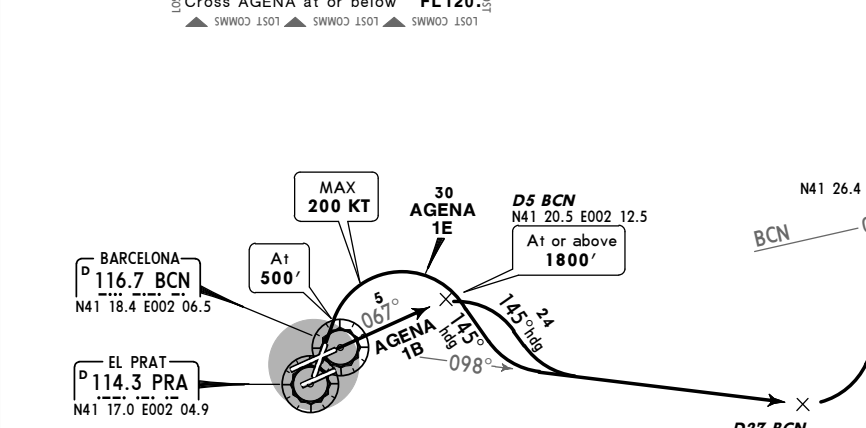


LEBL/BCN
BARCELONA
 13 OCT 06 (10-317) **EFF 26 Oct**
JEPPesen
BARCELONA, SPAIN
SID

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



LOST COMMS
 Cross AGENA at or below **FL120**



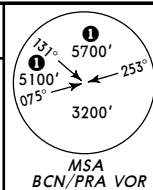
These SIDs require minimum climb gradients of

SID	RWY	ROUTING
AGENA 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.
AGENA 1E	02	Climb on runway heading to 500' , turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.

SID	RWY	ROUTING
AGENA 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.
AGENA 1E	02	Climb on runway heading to 500' , turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-077 via SALON to AGENA.

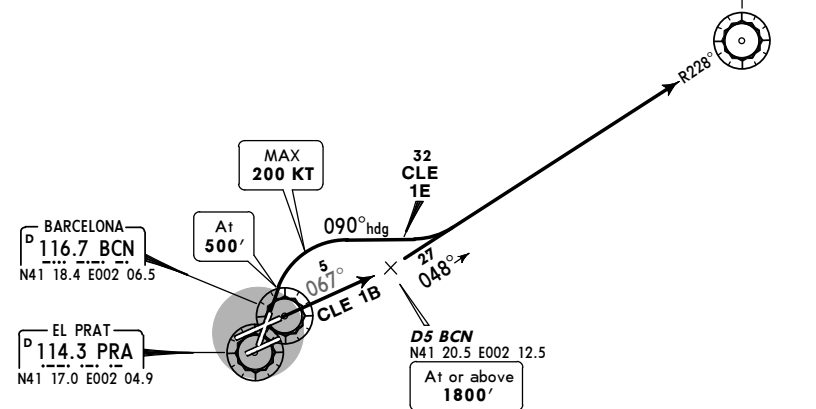
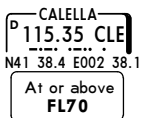
LEBL/BCN BARCELONA
 JEPPESEN BARCELONA, SPAIN
 13 OCT 06 (10-3Q) Eff 26 Oct SID

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



① 4300' within 15 NM

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



These SIDs require minimum climb gradients of

- CLE 1B**
340' per NM (5.6%) until D5 BCN.
- CLE 1E**
304' per NM (5%) until leaving 1000'.

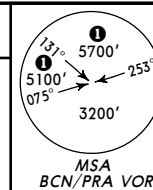
Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

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

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

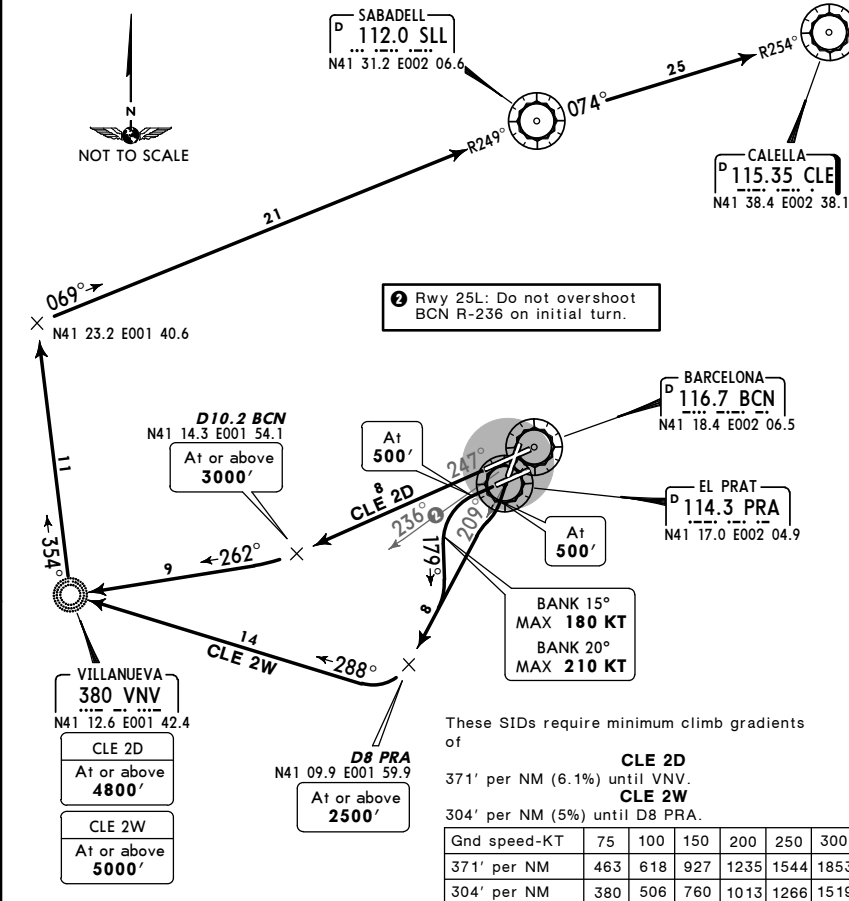
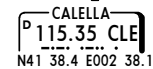
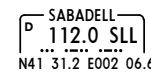
LEBL/BCN BARCELONA
 JEPPESEN BARCELONA, SPAIN
 13 OCT 06 (10-3Q) Eff 26 Oct SID

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



① 4300' within 15 NM

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



② Rwy 25L: Do not overshoot BCN R-236 on initial turn.

These SIDs require minimum climb gradients of

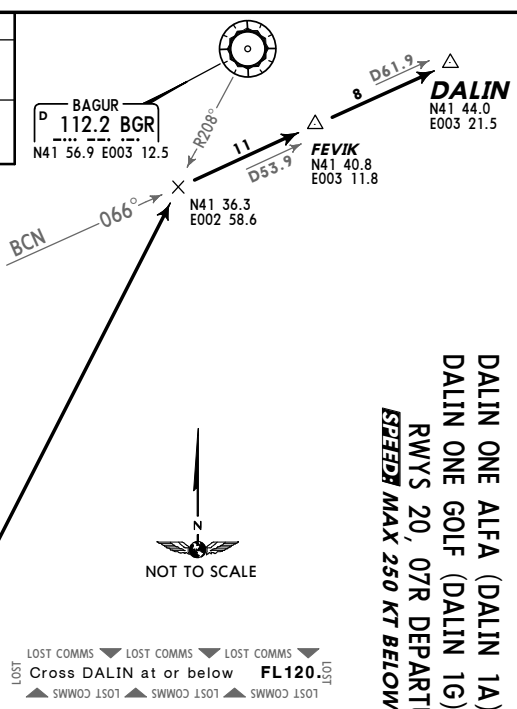
	CLE 2D					
	371' per NM (6.1%) until VNV.					
	CLE 2W					
	304' per NM (5%) until D8 PRA.					
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
CLE 2D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE.
CLE 2W ③	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept SLL R-249 inbound to SLL, SLL R-074 to CLE.

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

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

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



SID	RWY	ROUTING
DALIN 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-066 via FEVIK to DALIN.
DALIN 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-066 via FEVIK to DALIN.

DALIN 1A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

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

BARCELONA 116.7 BCN (N41 18.4 E002 06.5)
 EL PRAT 114.3 PRA (N41 17.0 E002 04.9)
 VILLANUEVA 380 VNV (N41 12.6 E001 42.4)
 CORVA (N41 12.6 E002 16.5)
 D27 PRA (N41 13.6 E002 40.4)
 D27 PRA (N41 12.4 E002 40.2)
 BAGUR 112.2 BGR (N41 56.9 E003 12.5)
 CALELLA 115.35 CLE (N41 38.4 E002 38.1)
 FEVIK (N41 40.8 E003 11.8)
 DALIN (N41 44.0 E003 21.5)

At 500'
 At or above 4000'

MAX 200 KT

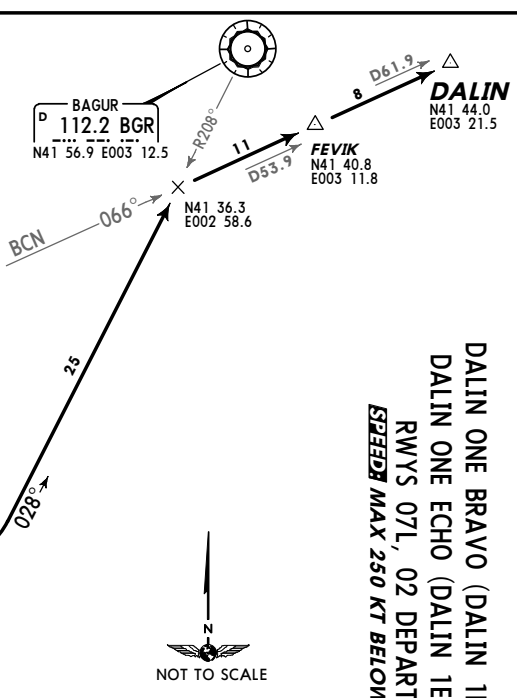
MSA BCN/PRA VOR
 4300' within 15 NM

NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross DALIN at or below FL120.
 ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501

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

DALIN ONE BRAVO (DALIN 1B) [DAL11B]
DALIN ONE ECHO (DALIN 1E) [DAL11E]
 RWYS 07L, 02 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



DALIN 1B
 These SIDs require minimum climb gradients of 340' per NM (5.6%) until D5 BCN.

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

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

BARCELONA 116.7 BCN (N41 18.4 E002 06.5)
 EL PRAT 114.3 PRA (N41 17.0 E002 04.9)
 D5 BCN (N41 20.5 E002 12.5)
 D27 BCN (N41 15.0 E002 42.0)
 BAGUR 112.2 BGR (N41 56.9 E003 12.5)
 CALELLA 115.35 CLE (N41 38.4 E002 38.1)
 FEVIK (N41 40.8 E003 11.8)
 DALIN (N41 44.0 E003 21.5)

At 500'
 At or above 1800'

MAX 200 KT

MSA BCN/PRA VOR
 4300' within 15 NM

NOT TO SCALE

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross DALIN at or below FL120.
 ▲ SWW00 1501 ▲ SWW00 1501 ▲ SWW00 1501

SID	RWY	ROUTING
DALIN 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-066 via FEVIK to DALIN.
DALIN 1E	02	Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-066 via FEVIK to DALIN.

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

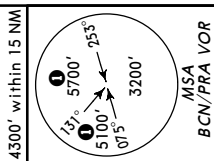
LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3Q4) Eff 26 Oct

BARCELONA, SPAIN
 SID

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

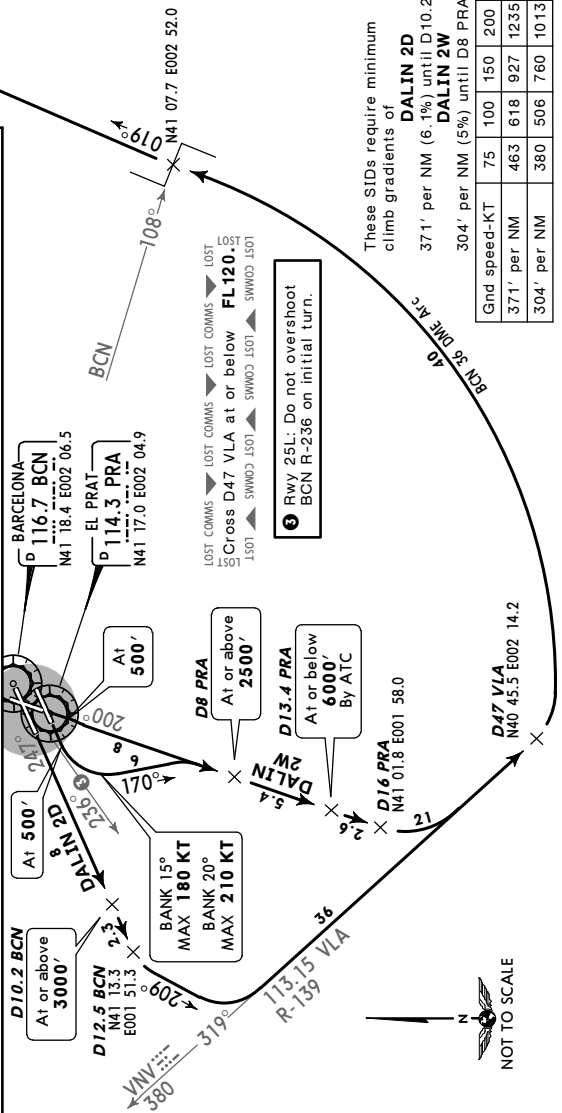
DALIN TWO DELTA (DALIN 2D) [DALI2D]
DALIN TWO WHISKEY (DALIN 2W) [DALI2W]
 RWYS 25R, 20, 25L DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

Gnd speed-KT	75	100	150	200	250	300
DALIN 2D	371'	per NM (6.1%)	until D10.2 BCN.			
DALIN 2W	304'	per NM (5%)	until D8 PRA.			
D8 PRA	463	618	927	1235	1544	1853
D13.4 PRA	380	506	760	1013	1266	1519

SID	RWY	ROUTING
DALIN 2D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-108, intercept BGR R-199 inbound, intercept BCN R-066 via FEVIK to DALIN.
DALIN 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-108, intercept BGR R-199 inbound, intercept BCN R-066 via FEVIK to DALIN.
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc until passing BCN R-108, intercept BGR R-199 inbound, intercept BCN R-066 via FEVIK to DALIN.



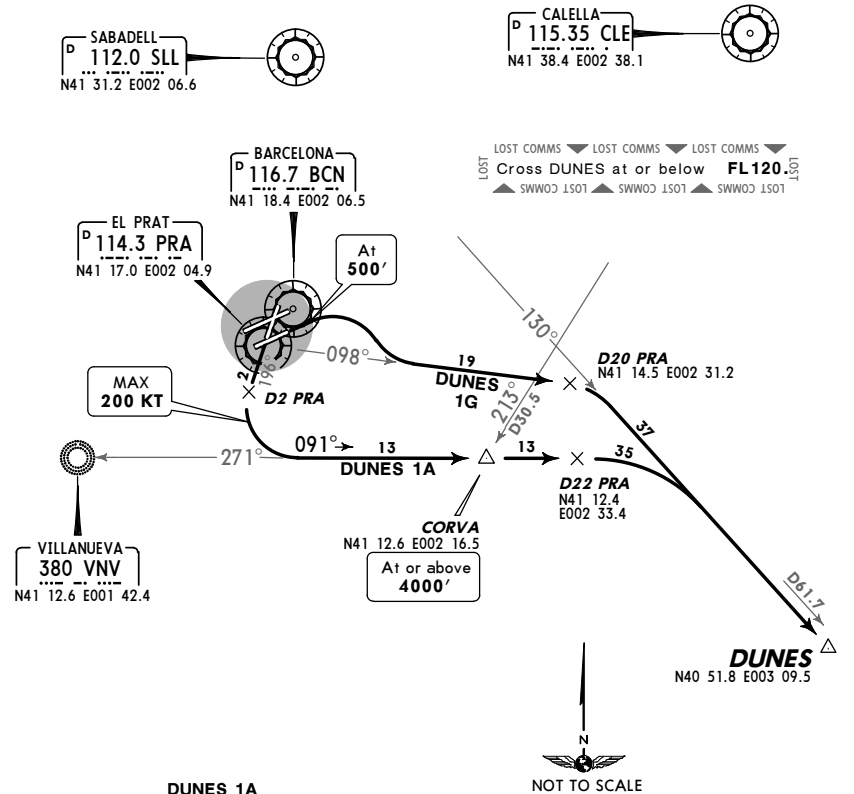
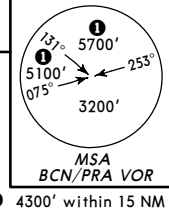
LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3Q5) Eff 26 Oct

BARCELONA, SPAIN
 SID

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

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



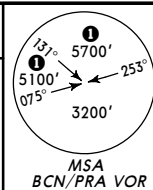
DUNES 1A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

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

SID	RWY	ROUTING
DUNES 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to DUNES.
DUNES 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to DUNES.

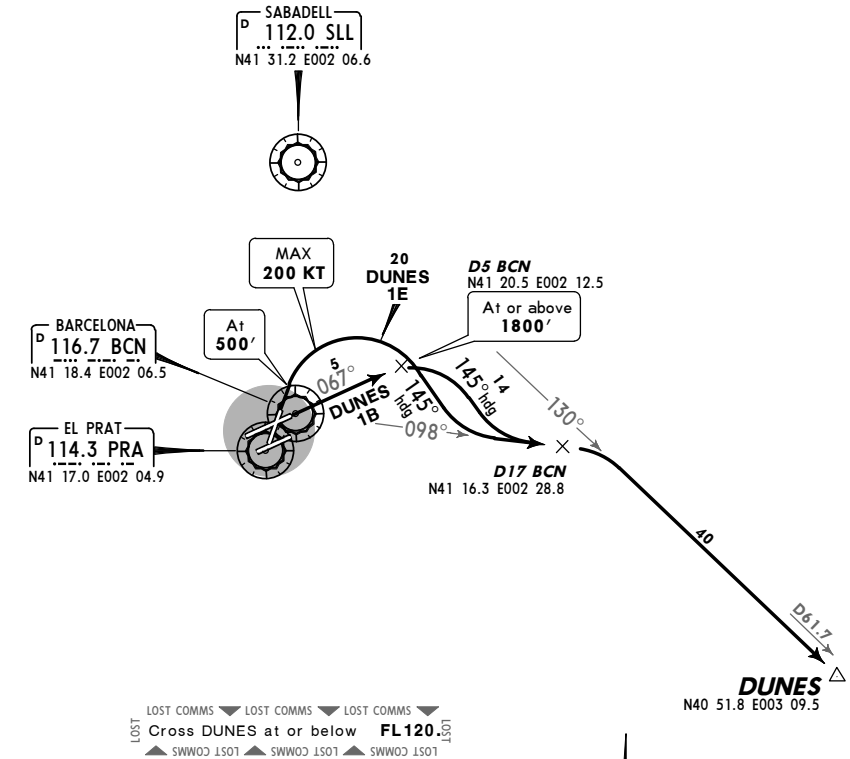
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3Q6) Eff 26 Oct SID

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



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

① 4300' within 15 NM



These SIDs require minimum climb gradients of

DUNES 1B	
340' per NM (5.6%) until D5 BCN.	
DUNES 1E	
304' per NM (5%) until leaving 1000'.	
Gnd speed-KT	75 100 150 200 250 300
340' per NM	425 567 851 1134 1418 1701
304' per NM	380 506 760 1013 1266 1519

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

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

LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3Q7) Eff 26 Oct SID

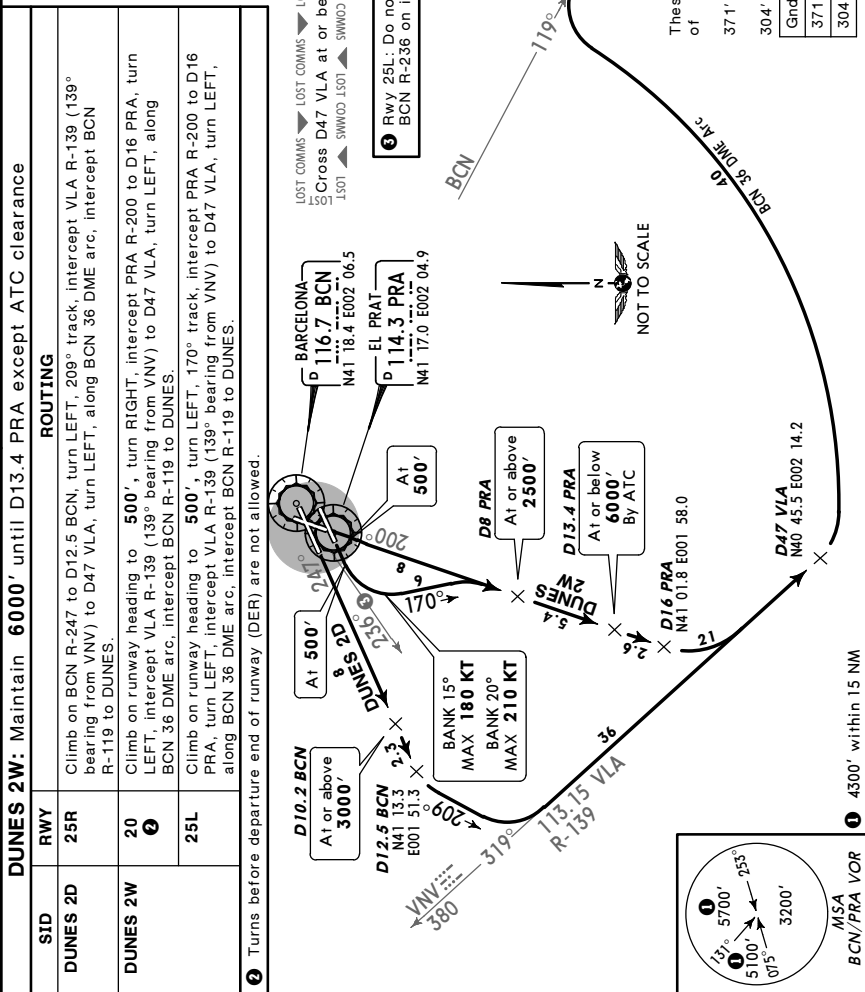
Apt Elev 14'
 Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

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

These SIDs require minimum climb gradients of

371' per NM (6.1%) until D10.2 BCN.
 304' per NM (5%) until D8 PRA.

DUNES 2D	75	100	150	200	250	300
Gnd speed-KT	463	618	927	1235	1544	1853
371' per NM	380	506	760	1013	1266	1519
304' per NM						

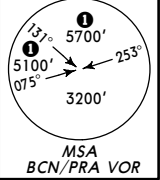


DUNES 2W: Maintain 6000' until D13.4 PRA except ATC clearance

SID	RWY	ROUTING
DUNES 2D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc, intercept BCN R-119 to DUNES.
DUNES 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, along BCN 36 DME arc, intercept BCN R-119 to DUNES.
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV) to D47 VLA, turn LEFT, along BCN 36 DME arc, intercept BCN R-119 to DUNES.

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

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



4300' within 15 NM

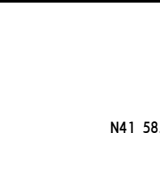
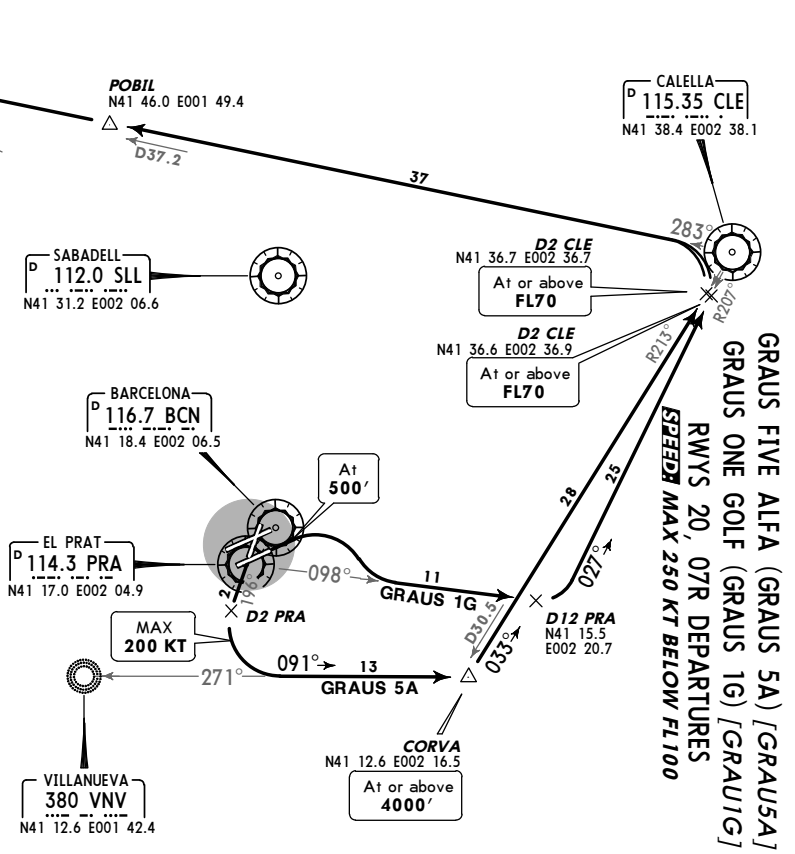


LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross POBIL at or below **FL120**
 ▲ SWW03 1501 ▲ SWW03 1501 ▲ SWW03 1501

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

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

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



4300' within 15 NM



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

These SIDs require minimum climb gradients of

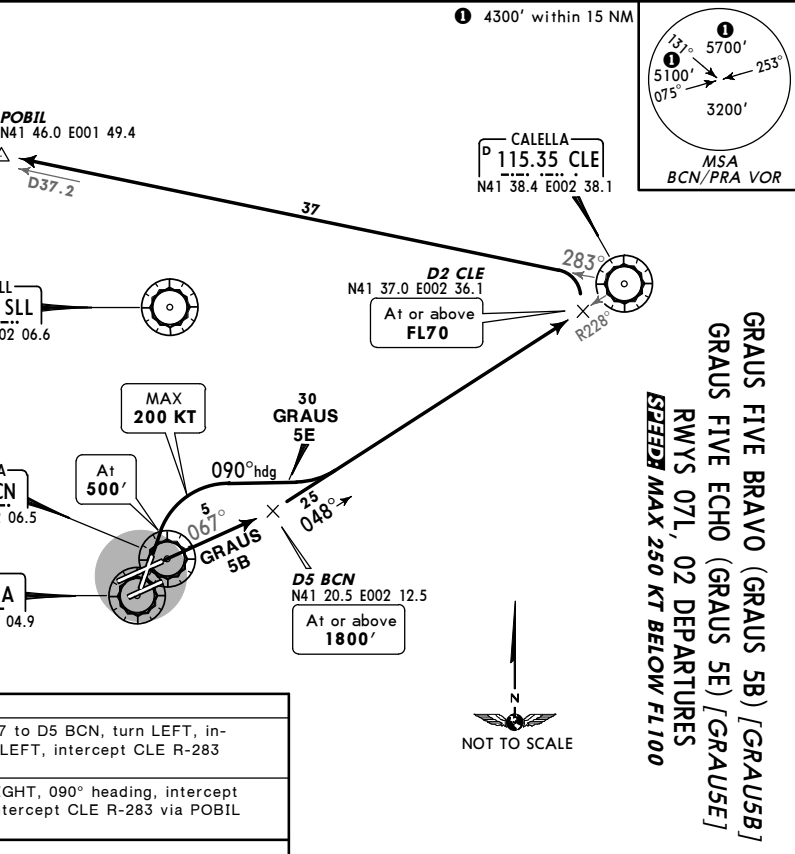
GRAUS 5B
340' per NM (5.6%) until D5 BCN.

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

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

SID	RWY	ROUTING
GRAUS 5B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 via POBIL to GRAUS.
GRAUS 5E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 via POBIL to GRAUS.

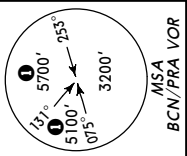
Turns before departure end of runway (DER) are not allowed.



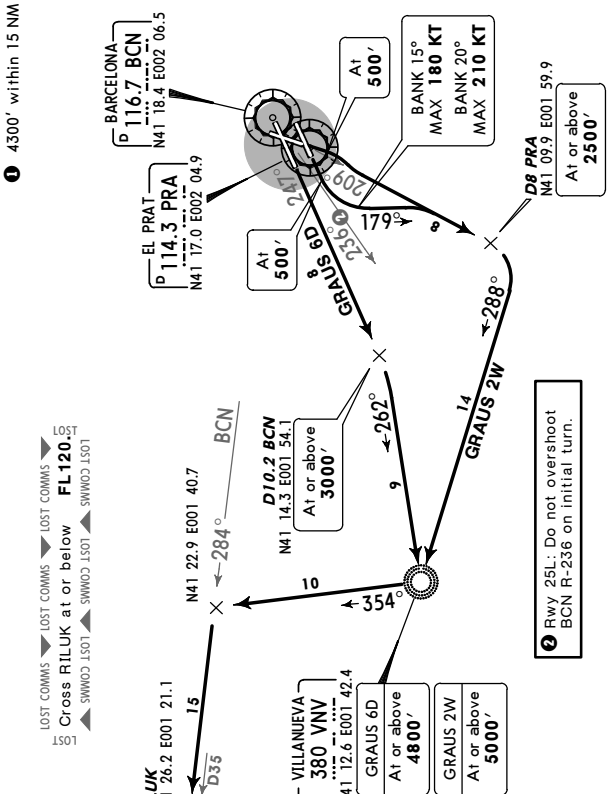
Apr/Elev 14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

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

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



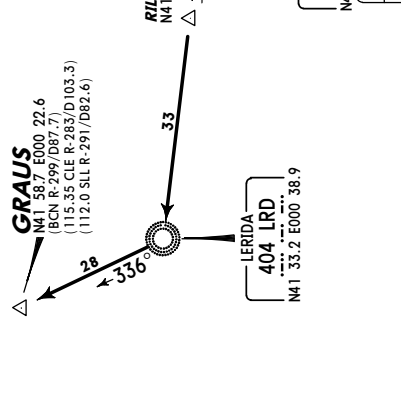
GRAUS SIX DELTA (GRAUS 6D) [GRAU6D]
GRAUS TWO WHISKEY (GRAUS 2W) [GRAU2W]
RWYS 25R, 20, 25L DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



ROUTING
Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, 336° bearing to GRAUS.
Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, 336° bearing to GRAUS.
Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, 336° bearing to GRAUS.

SID	RWY	GRAUS 6D					
		75	100	150	200	250	300
GRAUS 2W	20	GRAUS 2W					
		463	618	927	1235	1544	1853
GRAUS 2W	25L	GRAUS 2W					
		380	506	760	1013	1266	1519

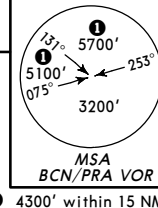
These SIDs require minimum climb gradients of
GRAUS 6D 371' per NM (6.1%) until VNV.
GRAUS 2W 304' per NM (5%) until D8 PRA.



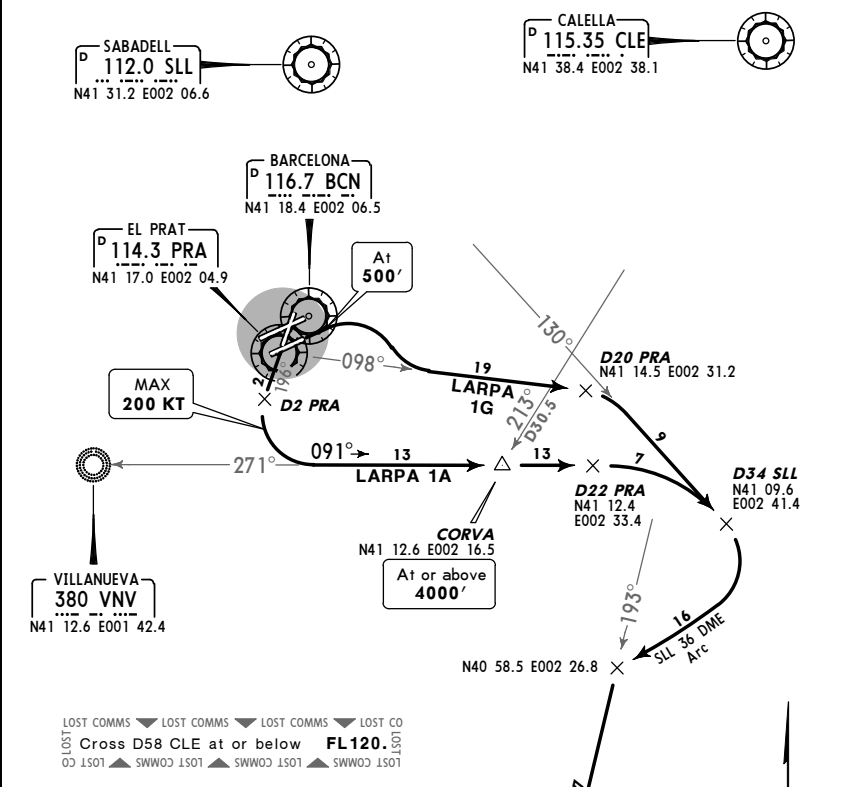
Turns before departure end of runway (DER) are not allowed.

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

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



LARPA ONE ALFA (LARPA 1A) [LARP1A]
LARPA ONE GOLF (LARPA 1G) [LARP1G]
RWYS 20, 07R DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



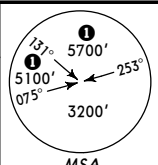
LARPA 1A
This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.
334' per NM 418 557 835 1114 1392 1671

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

SID	RWY	ROUTING
LARPA 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.
LARPA 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.

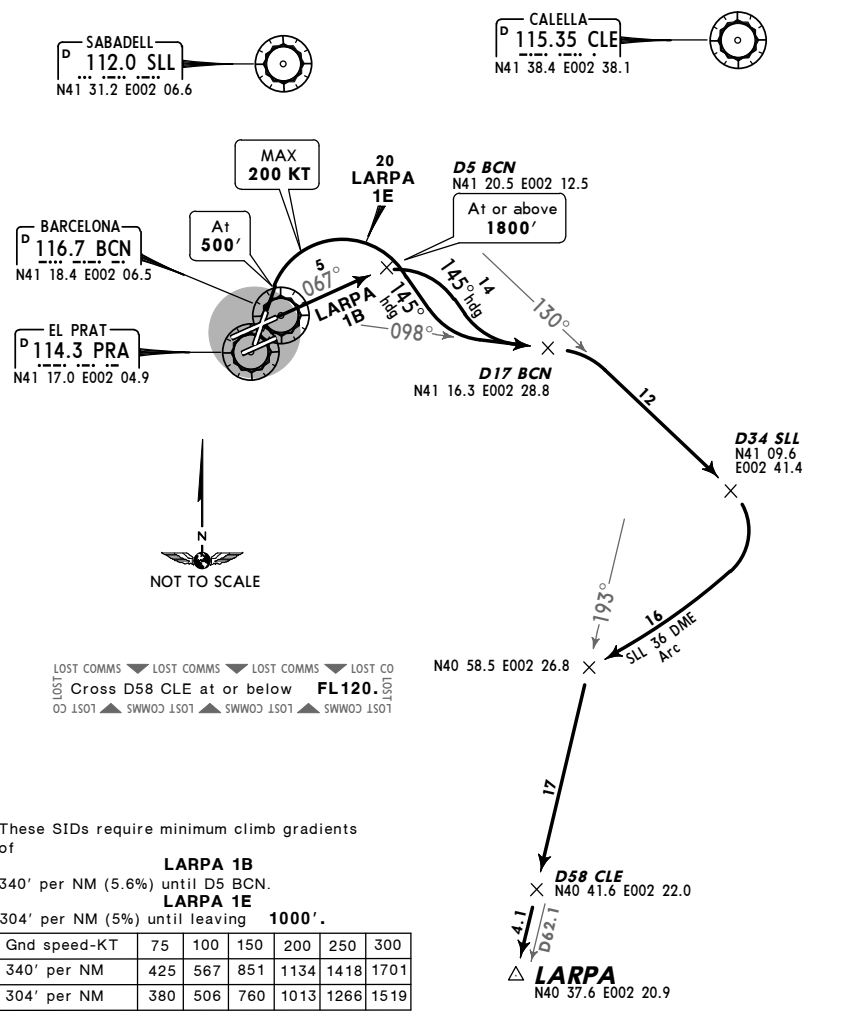
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3T2) Eff 26 Oct SID

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



LARPA ONE BRAVO (LARPA 1B) [LARP1B]
 LARPA ONE ECHO (LARPA 1E) [LARP1E]
 RWYS 07L, 02 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM



These SIDs require minimum climb gradients of

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

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

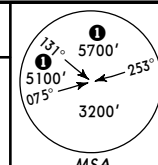
Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
LARPA 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.
LARPA 1E ②	02	Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to LARPA.

② Turns before departure end of runway (DER) are not allowed.
 CHANGES: Airport name. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

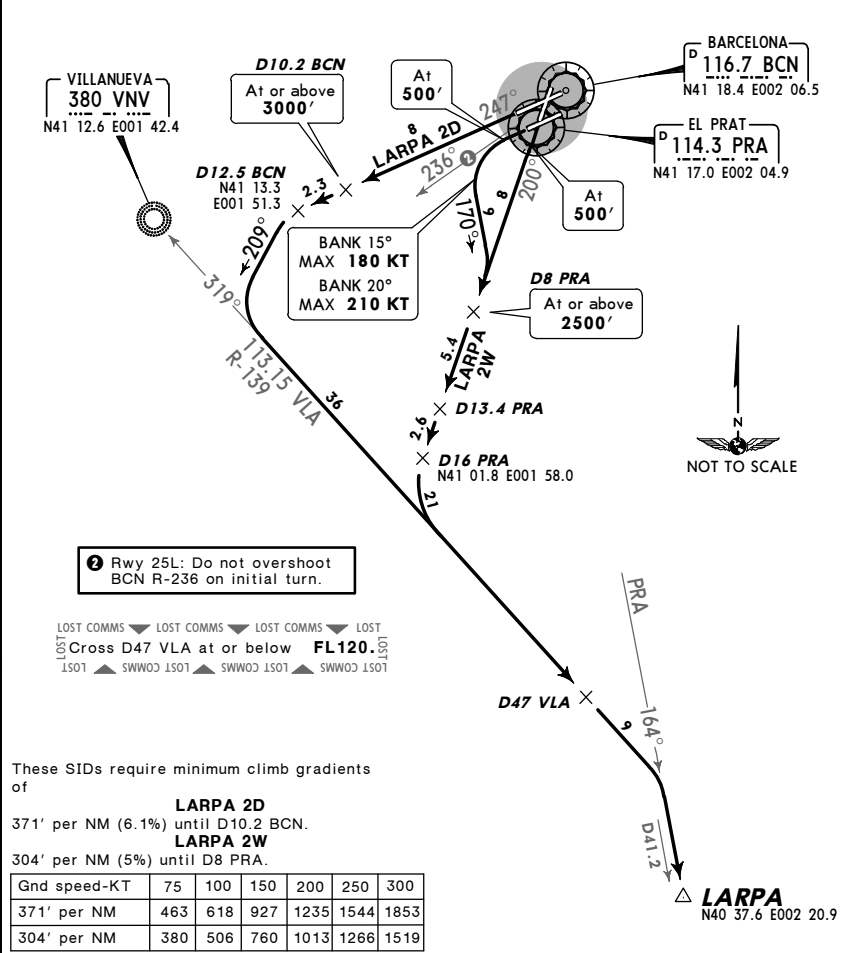
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3T3) Eff 26 Oct SID

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



LARPA TWO DELTA (LARPA 2D) [LARP2D]
 LARPA TWO WHISKEY (LARPA 2W) [LARP2W]
 RWYS 25R, 20, 25L DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM



② Rwy 25L: Do not overshoot BCN R-236 on initial turn.

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
 Cross D47 VLA at or below FL120.
 ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT

These SIDs require minimum climb gradients of

LARPA 2D
 371' per NM (6.1%) until D10.2 BCN.

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

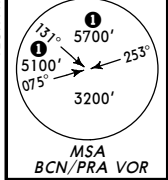
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

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

SID	RWY	ROUTING
LARPA 2D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.
LARPA 2W	20 ③	Climb on runway heading to 500', turn RIGHT, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.
	25L	Climb on runway heading to 500', turn LEFT, 170° track, intercept PRA R-200 to D16 PRA, turn LEFT, intercept VLA R-139 (139° bearing from VNV), intercept PRA R-164 to LARPA.

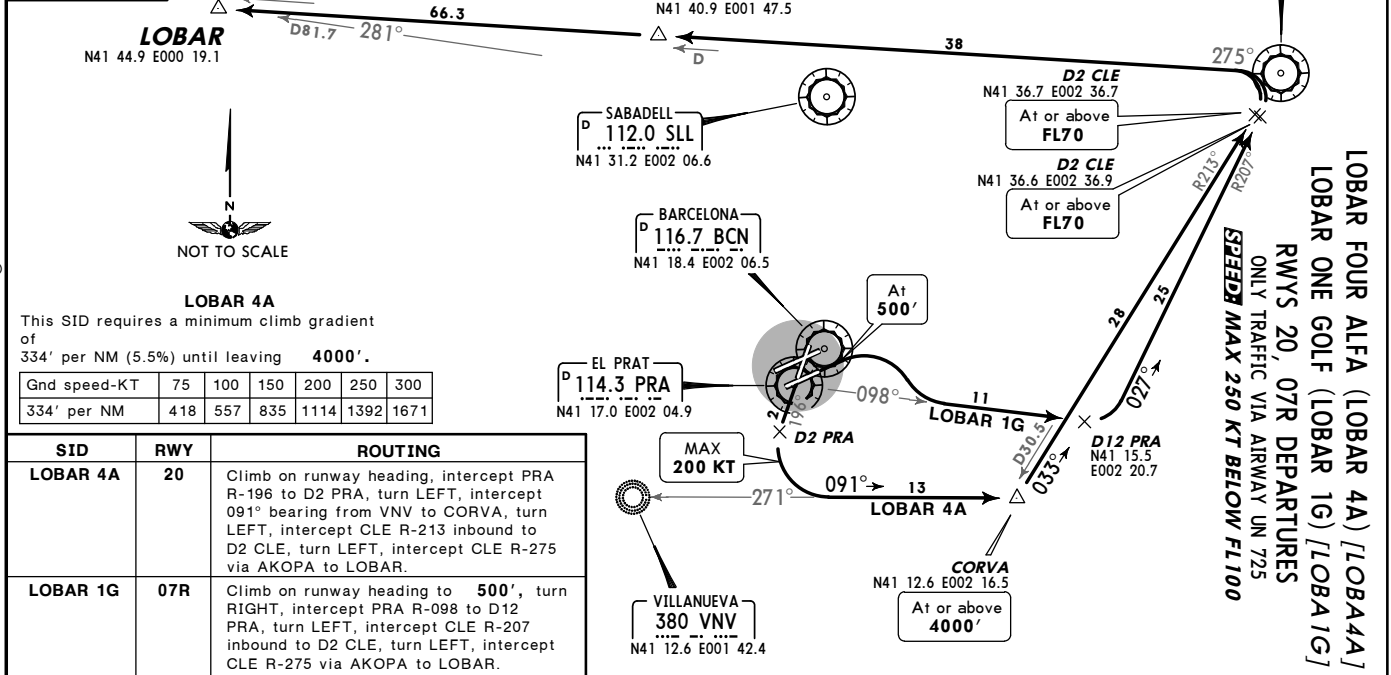
③ Turns before departure end of runway (DER) are not allowed.
 CHANGES: SIDs renumbered & revised; airport name. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

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



4300' within 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross AKOPA at or below **FL120**
 ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT



LOBAR 4A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

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

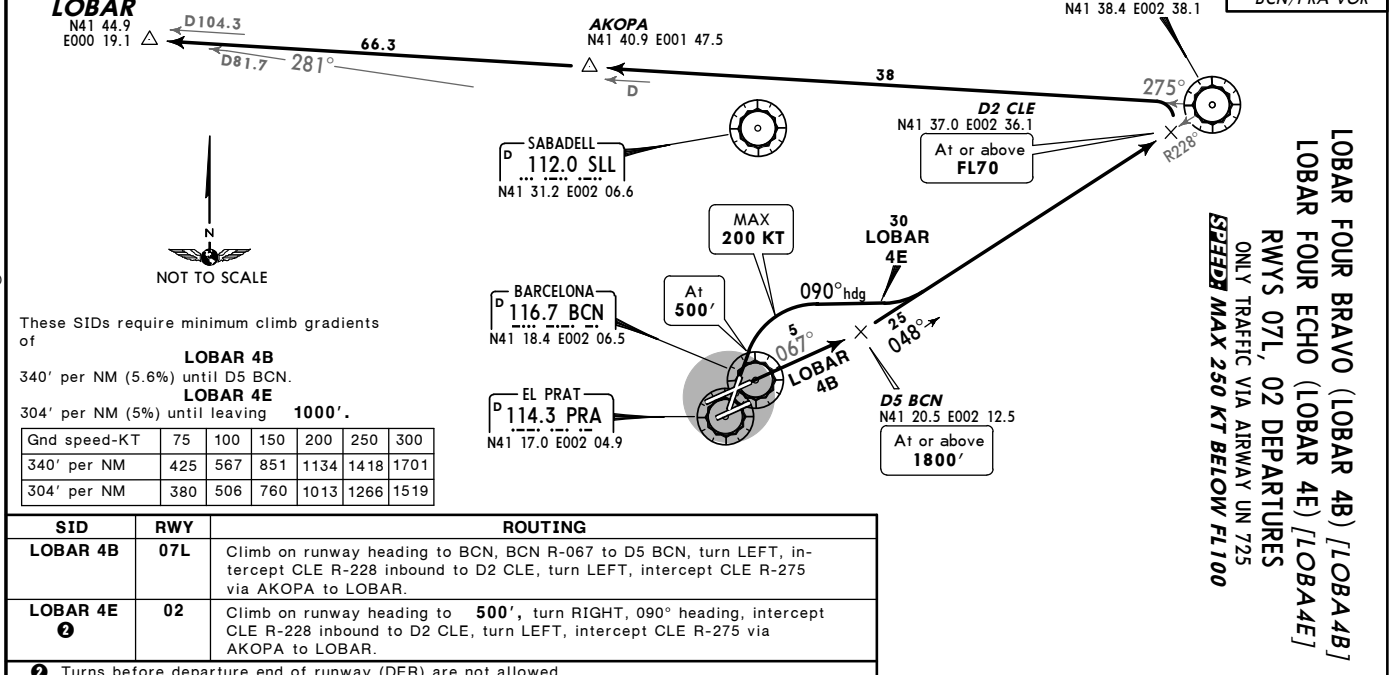
SID	RWY	ROUTING
LOBAR 4A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-275 via AKOPA to LOBAR.
LOBAR 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D12 PRA, turn LEFT, intercept CLE R-207 inbound to D2 CLE, turn LEFT, intercept CLE R-275 via AKOPA to LOBAR.

LOBAR FOUR ALFA (LOBAR 4A) [LOBA4A]
LOBAR ONE GOLF (LOBAR 1G) [LOBA1G]
 RWYS 20, 07R DEPARTURES
 ONLY TRAFFIC VIA AIRWAY UN 725
SPEEDS MAX 250 KT BELOW FL100



4300' within 15 NM

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross AKOPA at or below **FL120**
 ▲ SWWOC LSOT ▲ SWWOC LSOT ▲ SWWOC LSOT



These SIDs require minimum climb gradients of

LOBAR 4B
 340' per NM (5.6%) until D5 BCN.

LOBAR 4E
 304' per NM (5%) until leaving 1000'.

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

SID	RWY	ROUTING
LOBAR 4B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275 via AKOPA to LOBAR.
LOBAR 4E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-275 via AKOPA to LOBAR.

LOBAR FOUR BRAVO (LOBAR 4B) [LOBA4B]
LOBAR FOUR ECHO (LOBAR 4E) [LOBA4E]
 RWYS 07L, 02 DEPARTURES
 ONLY TRAFFIC VIA AIRWAY UN 725
SPEEDS MAX 250 KT BELOW FL100

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

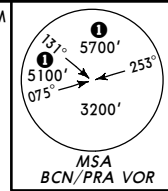
Apt/Elev 14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.

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

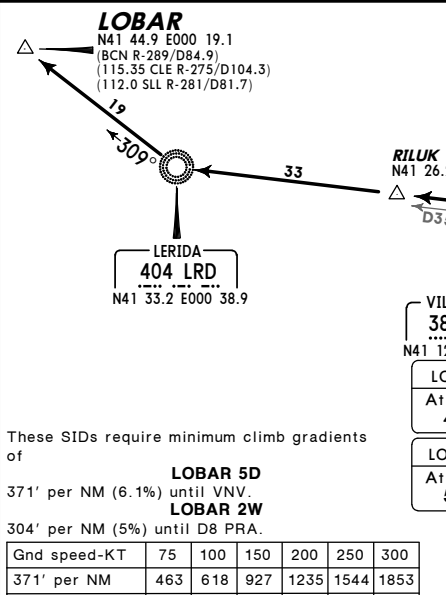
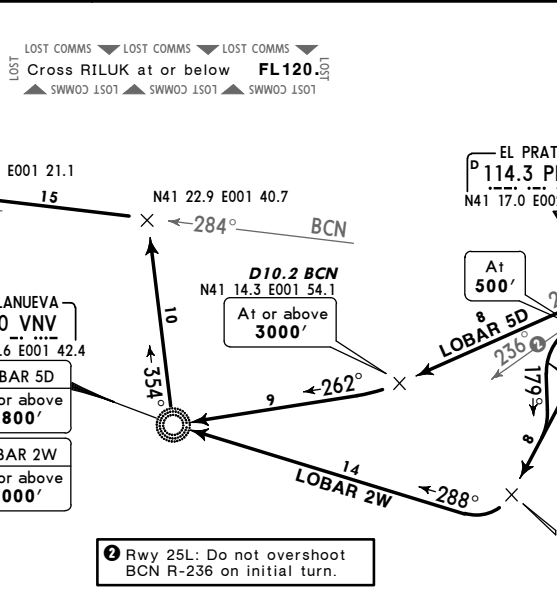
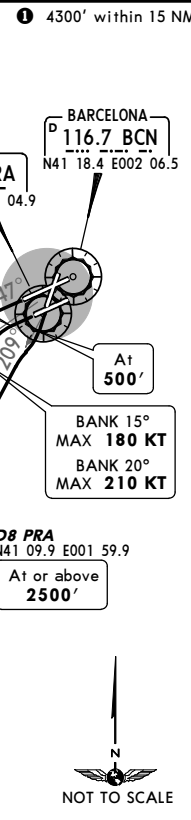
CHANGES: Airport name. © JEPPesen SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

LEBL/BCN
BARCELONA
 13 OCT 06 (10-316) EFF 26 OCT
JEPPESSEN
BARCELONA, SPAIN
SID

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



LOBAR FIVE DELTA (LOBAR 5D) [LOBA5D]
LOBAR TWO WHISKEY (LOBAR 2W) [LOBA2W]
RWYS 25R, 20, 25L DEPARTURES
 ONLY TRAFFIC VIA AIRWAY UN 725
SPEED MAX 250 KT BELOW FL100



These SIDs require minimum climb gradients of

	75	100	150	200	250	300
LOBAR 5D 371' per NM (6.1%) until VNV.	463	618	927	1235	1544	1853
LOBAR 2W 304' per NM (5%) until D8 PRA.	380	506	760	1013	1266	1519

SID	RWY	ROUTING
LOBAR 5D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.
LOBAR 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing, intercept BCN R-284 to RILUK, intercept 284° bearing to LRD, turn RIGHT, 309° bearing to LOBAR.

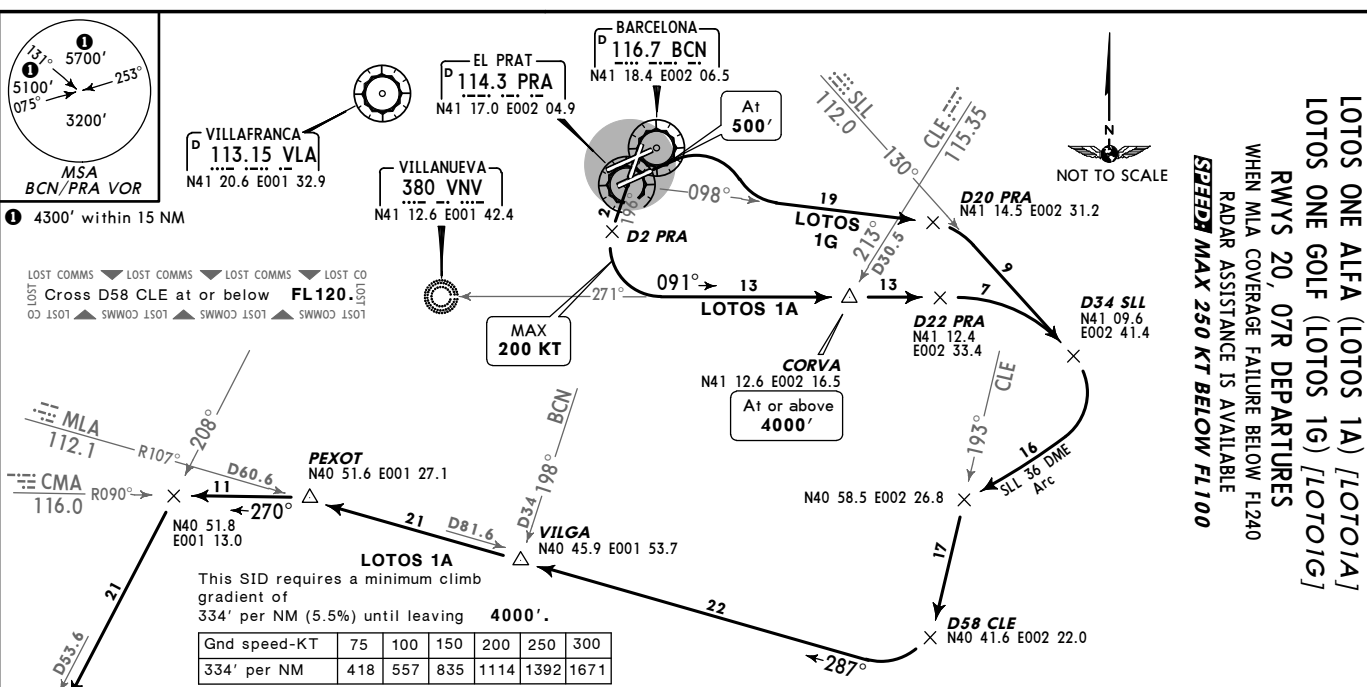
Turns before departure end of runway (DER) are not allowed.



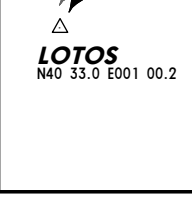
LEBL/BCN
BARCELONA
 13 OCT 06 (10-317) EFF 26 OCT
JEPPESSEN
BARCELONA, SPAIN
SID

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

LOTOS ONE ALFA (LOTOS 1A) [LOTO1A]
LOTOS ONE GOLF (LOTOS 1G) [LOTO1G]
RWYS 20, 07R DEPARTURES
 WHEN MLA COVERAGE FAILURE BELOW FL240
 RADAR ASSISTANCE IS AVAILABLE
SPEED MAX 250 KT BELOW FL100



SID	RWY	ROUTING
LOTOS 1A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound, intercept VLA R-208 to LOTOS.
LOTOS 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound, intercept VLA R-208 to LOTOS.



LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN** 13 OCT 06 (10-318) Eff 26 Oct **SID**

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

LOTOS ONE BRAVO (LOTOS 1B) [LOTO1B]
LOTOS ONE ECHO (LOTOS 1E) [LOTO1E]
 RWYS 07L, 02 DEPARTURES
 WHEN MLA COVERAGE FAILURE BELOW FL240
 RADAR ASSISTANCE IS AVAILABLE
SPEEDS MAX 250 KT BELOW FL100

These SIDs require minimum climb gradients of

LOTOS 1B	340' per NM (5.6%) until DS BCN.
LOTOS 1E	304' per NM (5%) until leaving 1000'.

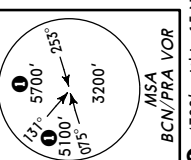
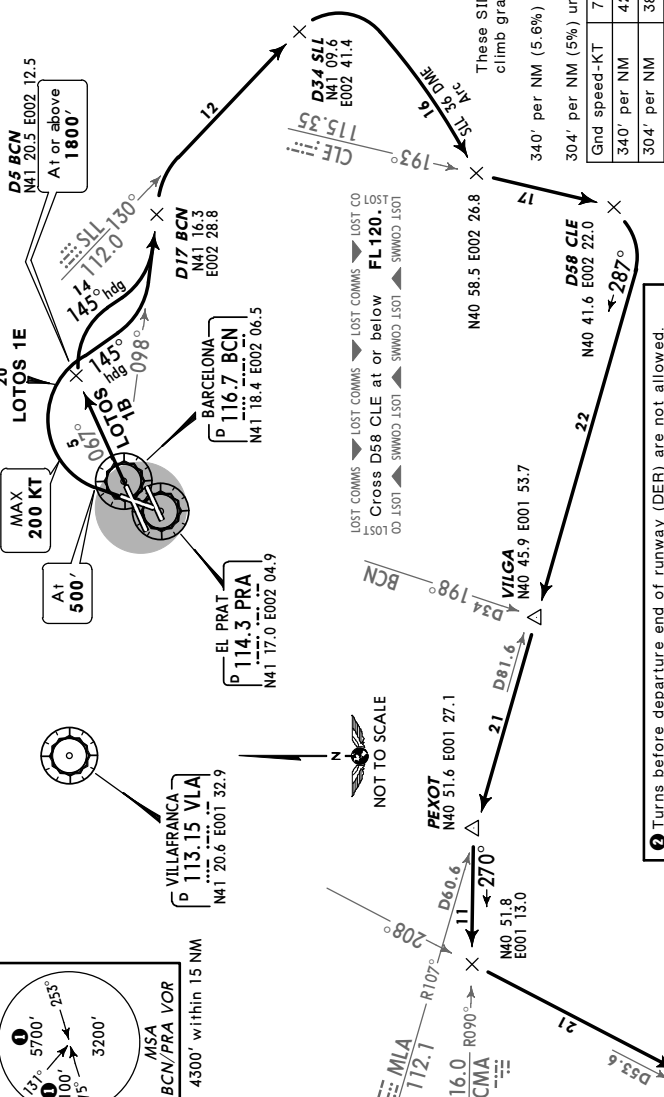
Gnd speed-KT	75	100	150	200	250	300
	425	567	851	1134	1418	1701
	380	506	760	1013	1266	1519

ROUTING

LOTOS 1B RWY 07L
 Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound, intercept VLA R-208 to LOTOS.

LOTOS 1E RWY 02
 Climb on runway heading to 500', turn RIGHT, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound, intercept VLA R-208 to LOTOS.

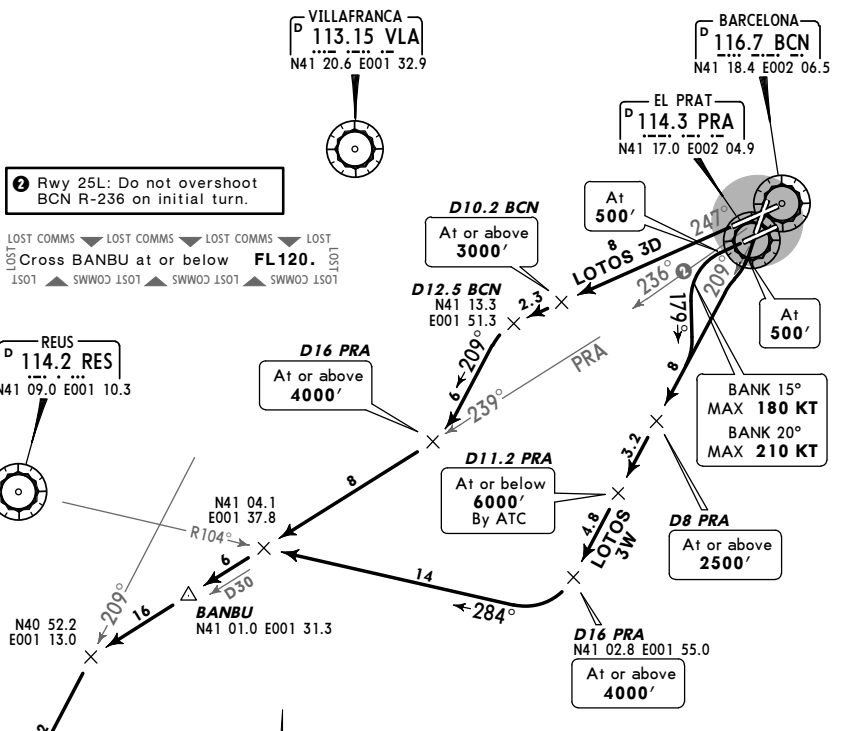
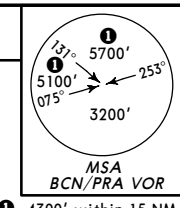
Turns before departure end of runway (DER) are not allowed.



LEBL/BCN BARCELONA **JEPPESEN BARCELONA, SPAIN** 22 JUN 07 (10-3U) Eff 5 Jul **SID**

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

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



These SIDs require minimum climb gradients of

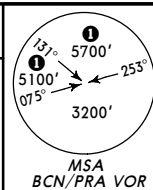
LOTOS 3D	371' per NM (6.1%) until D10.2 BCN.
LOTOS 3W	304' per NM (5%) until D8 PRA.

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

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

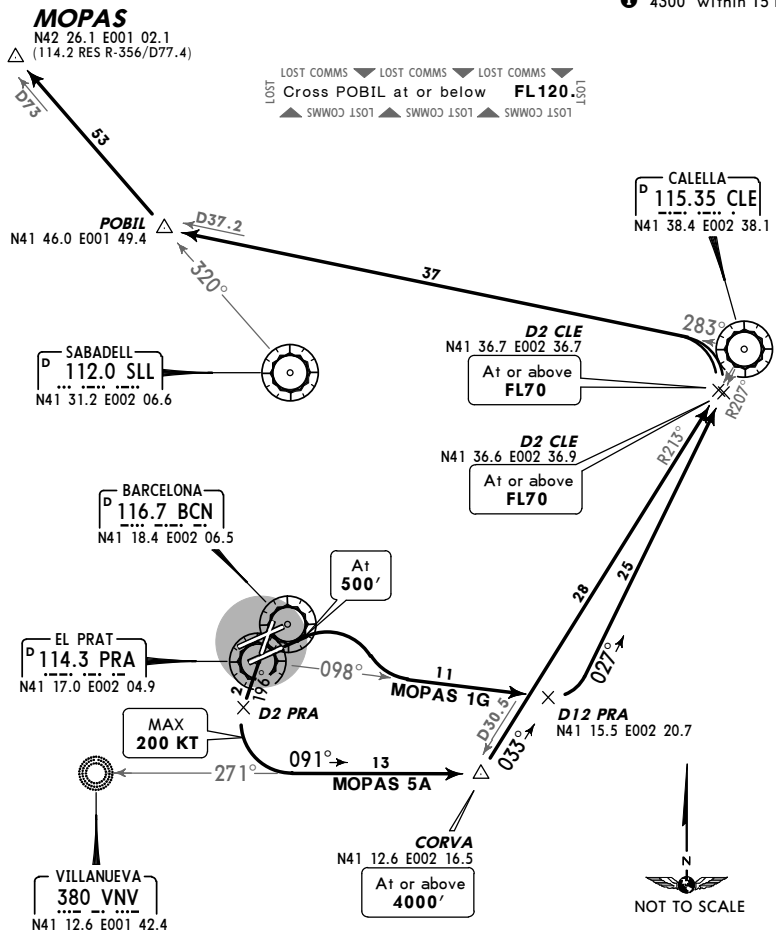
SID	RWY	ROUTING
LOTOS 3D	25R	Climb on BCN R-247 to D12.5 BCN, turn LEFT, 209° track, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS.
LOTOS 3W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D16 PRA, turn RIGHT, intercept RES R-104 inbound, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D16 PRA, turn RIGHT, intercept RES R-104 inbound, intercept PRA R-239 via BANBU, intercept VLA R-209 to LOTOS.

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



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

① 4300' within 15 NM

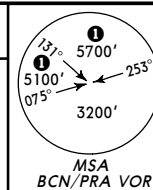


MOPAS 5A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

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

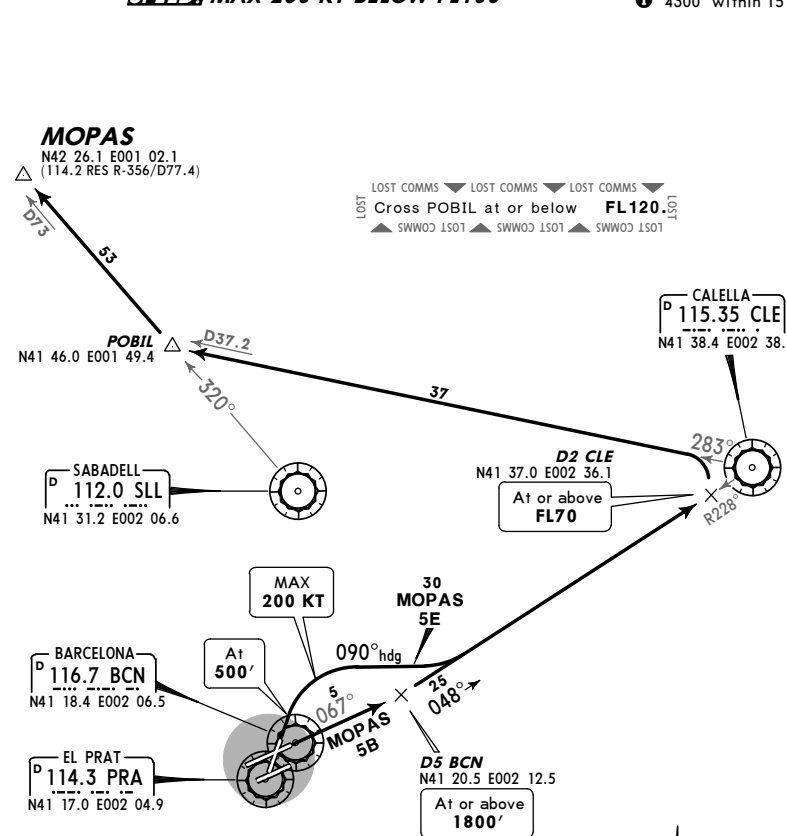
SID	RWY	ROUTING
MOPAS 5A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.
MOPAS 1G	07R	Climb on runway heading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

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



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

① 4300' within 15 NM



These SIDs require minimum climb gradients of

MOPAS 5B
 340' per NM (5.6%) until leaving 1000'.

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

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

SID	RWY	ROUTING
MOPAS 5B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.
MOPAS 5E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320 to MOPAS.

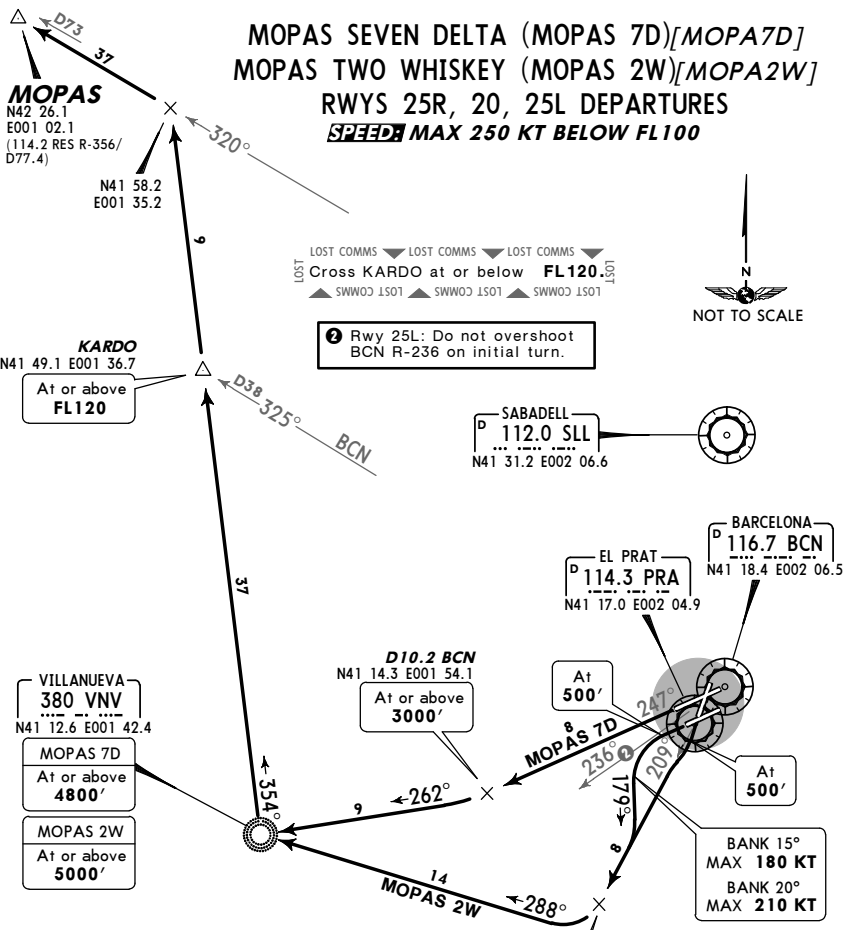
② Turns before departure end of runway (DER) are not allowed.

LEBL/BCN
 BARCELONA

JEPPESEN
 13 OCT 06 (10-3V2) Eff 26 Oct

BARCELONA, SPAIN
 SID

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



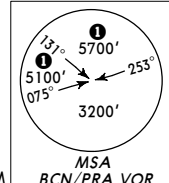
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross KARDO at or below FL120.
 ▲ SSW03 1S01 ▲ SSW03 1S01 ▲ SSW03 1S01

② Rwy 25L: Do not overshoot BCN R-236 on initial turn.



These SIDs require minimum climb gradients of

		MOPAS 7D				
		371' per NM (6.1%) until VNV.				
		MOPAS 2W				
		304' per NM (5%) until D8 PRA.				
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519



SID	RWY	ROUTING
MOPAS 7D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.
MOPAS 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via KARDO, intercept SLL R-320 to MOPAS.

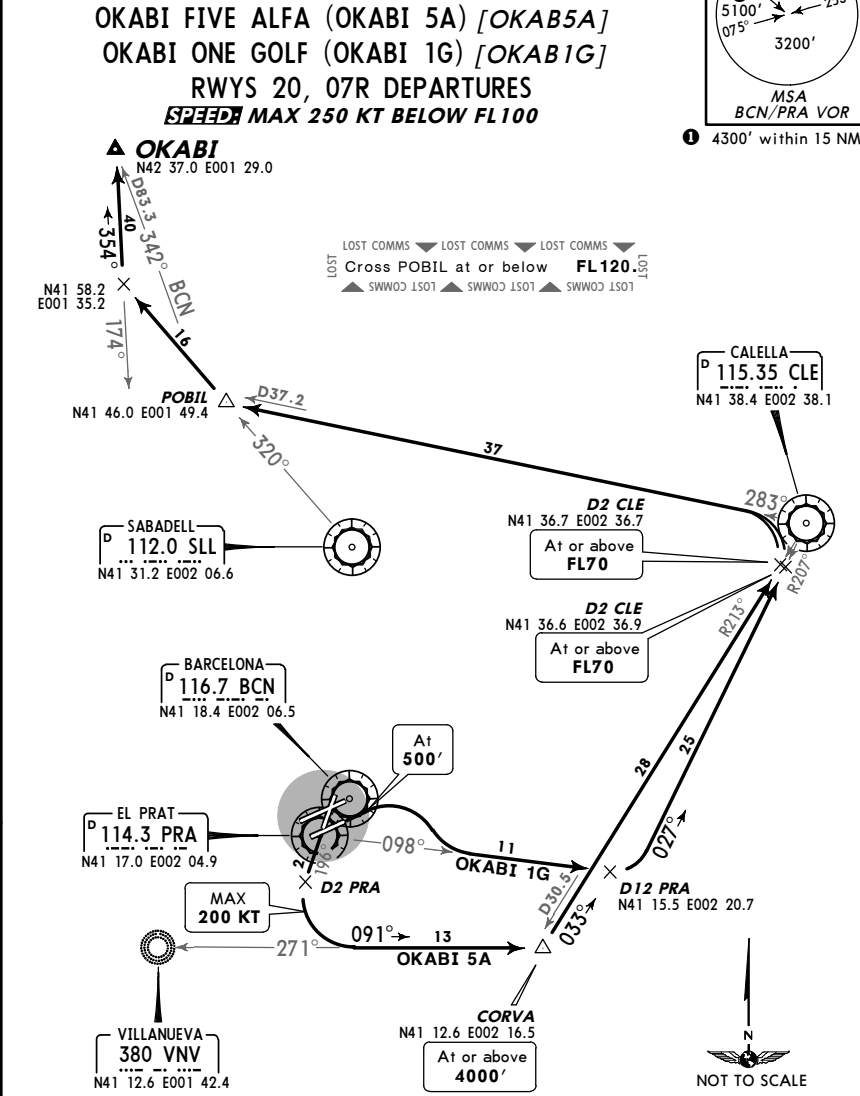
③ Turns before departure end of runway (DER) are not allowed.
 CHANGES: SIDs renumbered & revised; airport name. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

LEBL/BCN
 BARCELONA

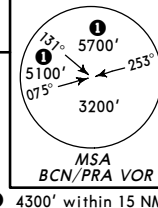
JEPPESEN
 13 OCT 06 (10-3V3) Eff 26 Oct

BARCELONA, SPAIN
 SID

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



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
 Cross POBIL at or below FL120.
 ▲ SSW03 1S01 ▲ SSW03 1S01 ▲ SSW03 1S01



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

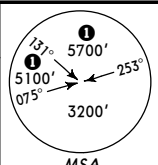
		OKABI 5A				
		334' per NM (5.5%) until leaving 4000'.				
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

SID	RWY	ROUTING
OKABI 5A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV to CORVA, turn LEFT, intercept CLE R-213 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.
OKABI 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D12 PRA, turn LEFT, intercept CLE R-207 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.

CHANGES: Airport name. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

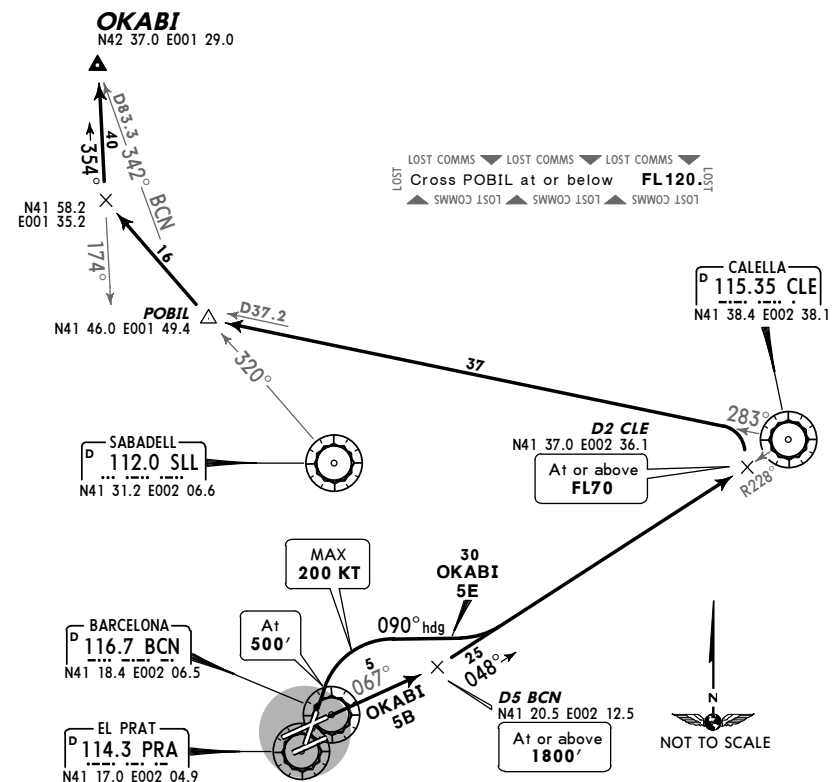
LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
 13 OCT 06 (10-3V4) Eff 26 Oct SID

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



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

① 4300' within 15 NM



These SIDs require minimum climb gradients of

	OKABI 5B					
	340' per NM (5.6%) until D5 BCN.					
	OKABI 5E					
	304' per NM (5%) until leaving 1000'.					
Gnd speed-KT	75	100	150	200	250	300
340' per NM	425	567	851	1134	1418	1701
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
OKABI 5B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn LEFT, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.
OKABI 5E	02	Climb on runway heading to 500', turn RIGHT, 090° heading, intercept CLE R-228 inbound to D2 CLE, turn LEFT, intercept CLE R-283 to POBIL, turn RIGHT, intercept SLL R-320, intercept 354° bearing from VNV to OKABI.

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

LEBL/BCN BARCELONA JEPPESEN BARCELONA, SPAIN
 13 OCT 06 (10-3V5) Eff 26 Oct SID

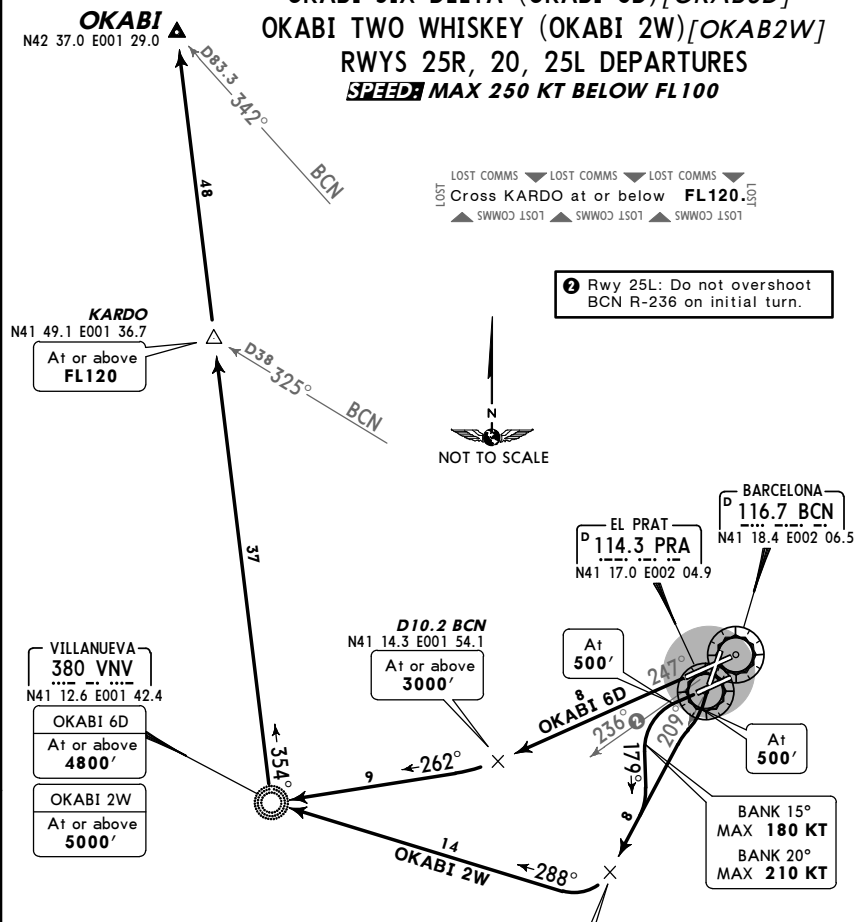
Apt Elev 14' Trans level: By ATC Trans alt: 6000'
 For runway configuration refer to Airport Briefing pages.



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

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

② Rwy 25L: Do not overshoot BCN R-236 on initial turn.



These SIDs require minimum climb gradients of

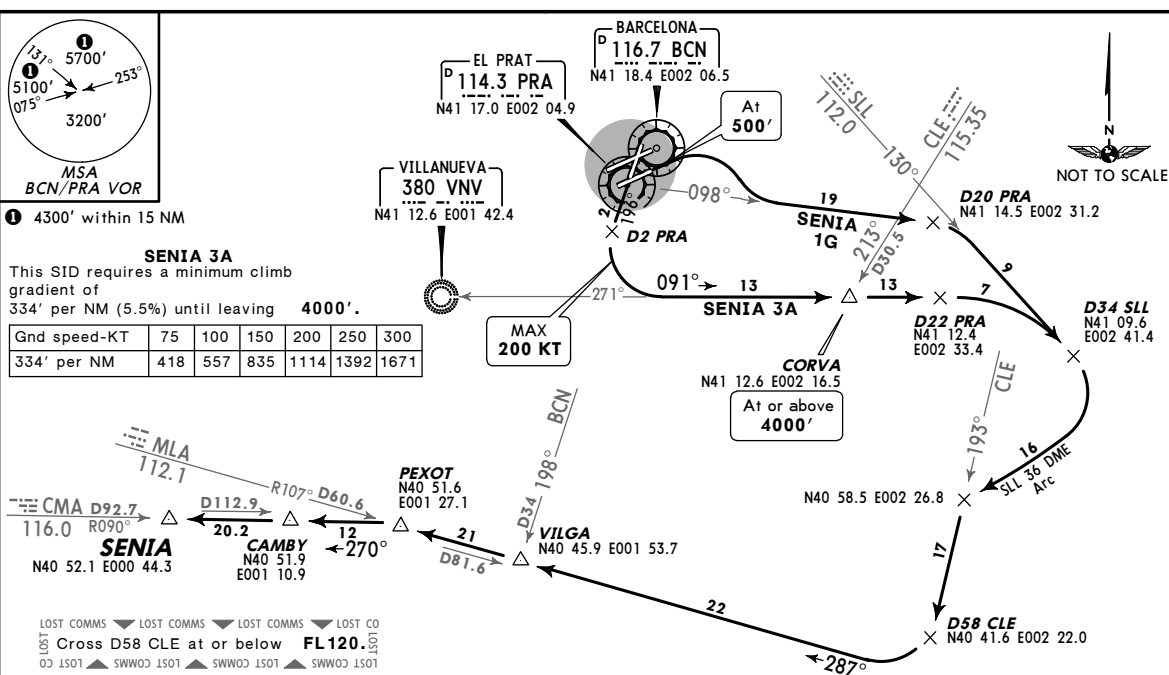
	OKABI 6D					
	371' per NM (6.1%) until VNV.					
	OKABI 2W					
	304' per NM (5%) until D8 PRA.					
Gnd speed-KT	75	100	150	200	250	300
371' per NM	463	618	927	1235	1544	1853
304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
OKABI 6D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, turn RIGHT, 354° bearing via Kardo to OKABI.
OKABI 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via Kardo to OKABI.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 354° bearing via Kardo to OKABI.

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

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

SENIA THREE ALFA (SENIA 3A) [SEN13A]
SENIA ONE GOLF (SENIA 1G) [SEN11G]
 RWYS 20, 07R DEPARTURES
 WHEN MIA COVERAGE FAILURE BELOW FL240
 RADAR ASSISTANCE IS AVAILABLE
SPEED MAX 250 KT BELOW FL100

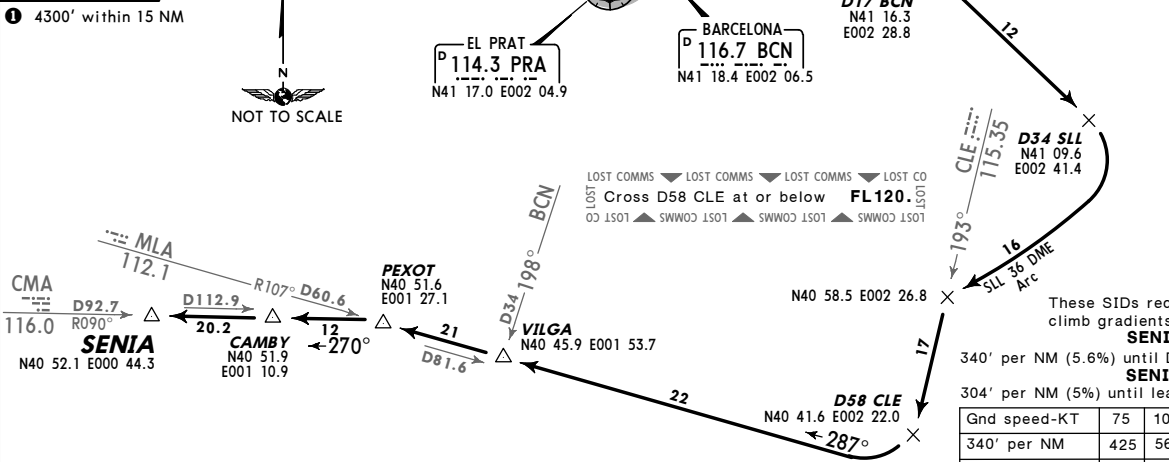
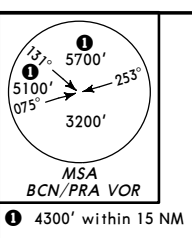


SENIA 3A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

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

SID	RWY	ROUTING
SENIA 3A	20	Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D22 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound via CAMBY to SENIA.
SENIA 1G	07R	Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D20 PRA, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound via CAMBY to SENIA.

LOST COMMS ▾ LOST COMMS ▾ LOST COMMS ▾ LOST CO
 Cross D58 CLE at or below FL120.
 00 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



These SIDs require minimum climb gradients of

SENIA 3B 340' per NM (5.6%) until D5 BCN.	Gnd speed-KT	75	100	150	200	250	300
SENIA 3E 304' per NM (5%) until leaving 1000'.	340' per NM	425	567	851	1134	1418	1701
	304' per NM	380	506	760	1013	1266	1519

SID	RWY	ROUTING
SENIA 3B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound via CAMBY to SENIA.
SENIA 3E	02	Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D17 BCN, turn RIGHT, intercept SLL R-130 to D34 SLL, turn RIGHT, along SLL 36 DME arc, intercept CLE R-193 to D58 CLE, turn RIGHT, intercept MLA R-107 inbound via VILGA to PEXOT, turn LEFT, intercept CMA R-090 inbound via CAMBY to SENIA.

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

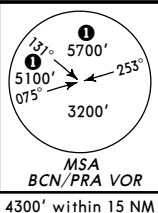
MSA BCN/PRA VOR
 ① 4300' within 15 NM

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

SENIA THREE BRAVO (SENIA 3B) [SEN13B]
SENIA THREE ECHO (SENIA 3E) [SEN13E]
 RWYS 07L, 02 DEPARTURES
 WHEN MIA COVERAGE FAILURE BELOW FL240
 RADAR ASSISTANCE IS AVAILABLE
SPEED MAX 250 KT BELOW FL100

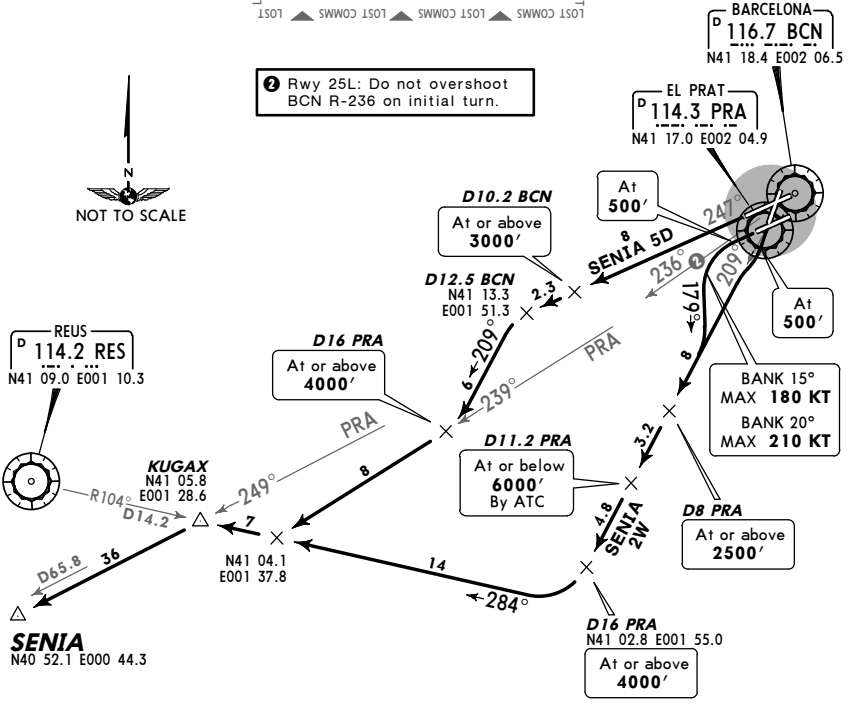
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3V8) Eff 26 Oct SID

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



SENIA FIVE DELTA (SENIA 5D) [SEN15D]
 SENIA TWO WHISKEY (SENIA 2W) [SEN12W]
 RWYS 25R, 20, 25L DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 LOST Cross KUGAX at or below FL120.
 LOST ▲ SWWD LOST ▲ SWWD LOST ▲ SWWD LOST



These SIDs require minimum climb gradients of

	SENIA 5D	SENIA 2W
371' per NM (6.1%) until D10.2 BCN.		
304' per NM (5%) until D8 PRA.		
Gnd speed-KT	75	100
	150	200
	250	300
	463	618
	927	1235
	1544	1853
	380	506
	760	1013
	1266	1519

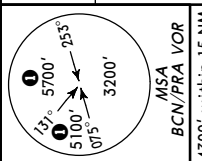
SENIA 2W: Maintain 6000' until D11.2 PRA except ATC clearance

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

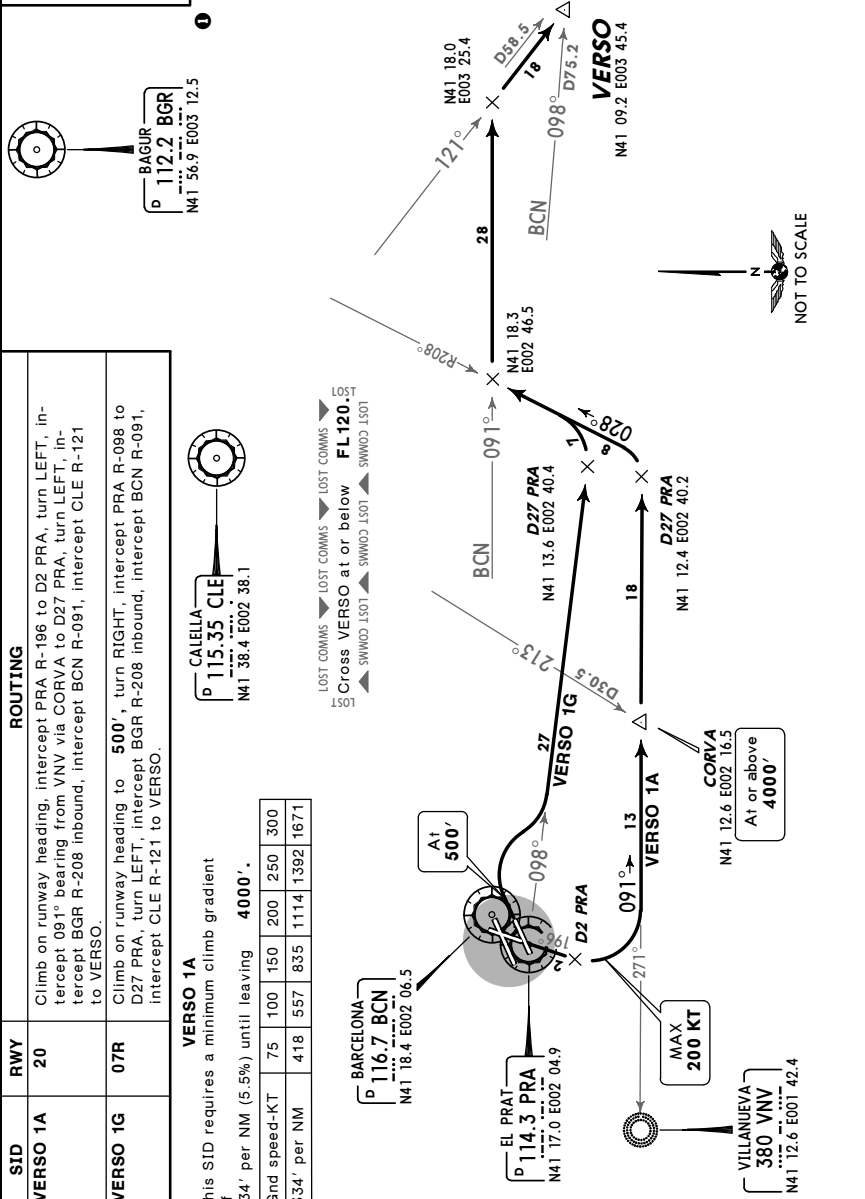
Turns before departure end of runway (DER) are not allowed.
 CHANGES: SIDs renumbered & revised; airport name. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

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

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



VERSO ONE ALFA (VERSO 1A) [VERS1A]
 VERSO ONE GOLF (VERSO 1G) [VERS1G]
 RWYS 20, 07R DEPARTURES
SPEEDS MAX 250 KT BELOW FL100



ROUTING
 Climb on runway heading, intercept PRA R-196 to D2 PRA, turn LEFT, intercept 091° bearing from VNV via CORVA to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-091, intercept CLE R-121 to VERSO.
 Climb on runway heading to 500', turn RIGHT, intercept PRA R-098 to D27 PRA, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-091, intercept CLE R-121 to VERSO.

VERSO 1A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

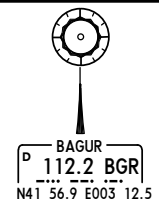
Gnd speed-KT	75	100	150	200	250	300
334' per NM	418	557	835	1114	1392	1671

CHANGES: Airport name. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

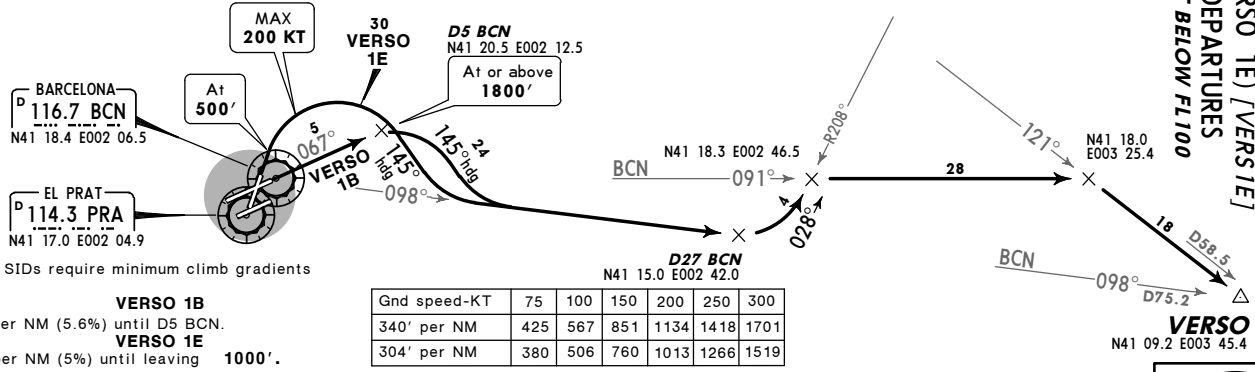
LEBL/BCN
BARCELONA
 13 OCT 06 (10-3X) Eff 26 Oct
JEPPesen
BARCELONA, SPAIN
SID

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

VERSO ONE BRAVO (VERSO 1B) [VERS1B]
VERSO ONE ECHO (VERSO 1E) [VERS1E]
 RWYS 07L, 02 DEPARTURES
SPEED MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross VERSO at or below **FL120**
 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



These SIDs require minimum climb gradients of

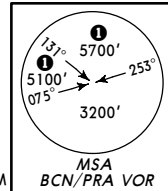
VERSO 1B
 340' per NM (5.6%) until D5 BCN.
VERSO 1E
 304' per NM (5%) until leaving 1000'.

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

SID	RWY	ROUTING
VERSO 1B	07L	Climb on runway heading to BCN, BCN R-067 to D5 BCN, turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-091, intercept CLE R-121 to VERSO.
VERSO 1E	02	Climb on runway heading to 500', turn RIGHT, 145° heading, intercept BCN R-098 to D27 BCN, turn LEFT, intercept BGR R-208 inbound, intercept BCN R-091, intercept CLE R-121 to VERSO.

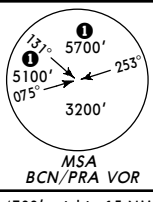
② Turns before departure end of runway (DER) are not allowed.

① 4300' within 15 NM



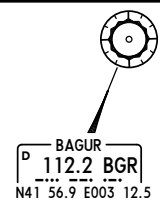
LEBL/BCN
BARCELONA
 13 OCT 06 (10-3X1) Eff 26 Oct
JEPPesen
BARCELONA, SPAIN
SID

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

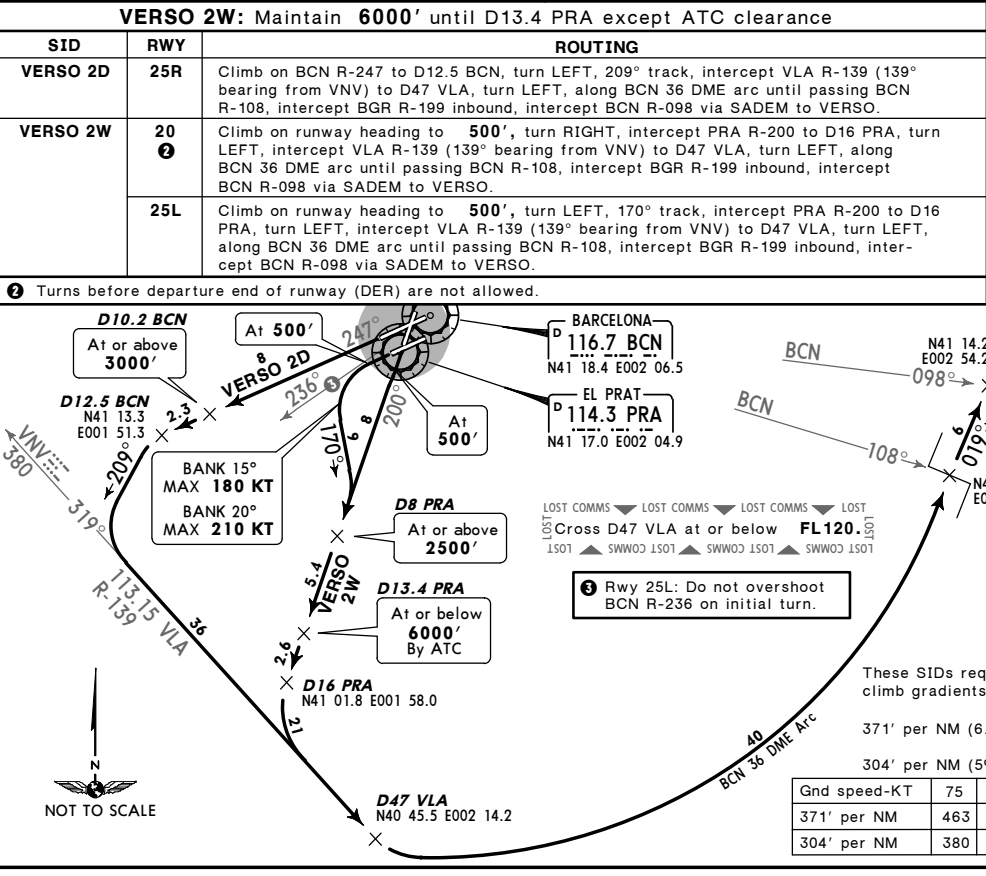


① 4300' within 15 NM

VERSO TWO DELTA (VERSO 2D) [VERS2D]
VERSO TWO WHISKEY (VERSO 2W) [VERS2W]
 RWYS 25R, 20, 25L DEPARTURES
SPEED MAX 250 KT BELOW FL100



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 Cross D47 VLA at or below **FL120**
 ▲ SWW03 LS01 ▲ SWW03 LS01 ▲ SWW03 LS01



These SIDs require minimum climb gradients of

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

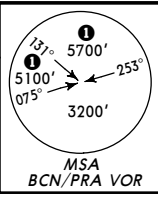
② Turns before departure end of runway (DER) are not allowed.

③ Rwy 25L: Do not overshoot BCN R-236 on initial turn.

CHANGES: Airport name.
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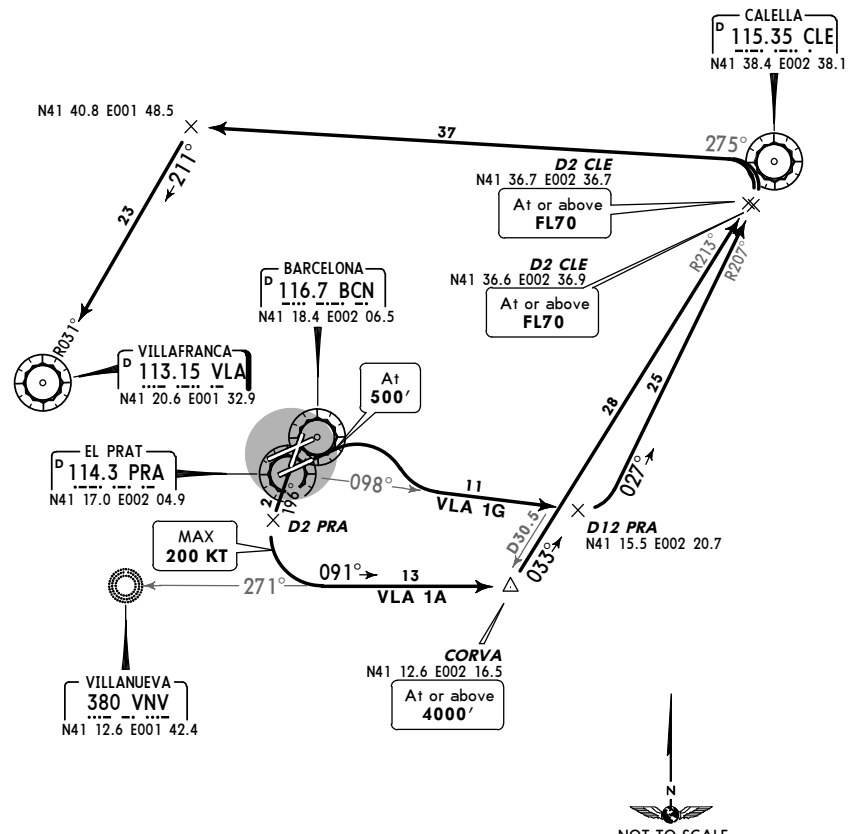
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3X2) Eff 26 Oct SID

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



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

① 4300' within 15 NM



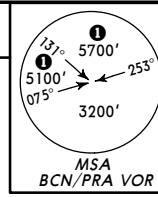
VLA 1A
 This SID requires a minimum climb gradient of 334' per NM (5.5%) until leaving 4000'.

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

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

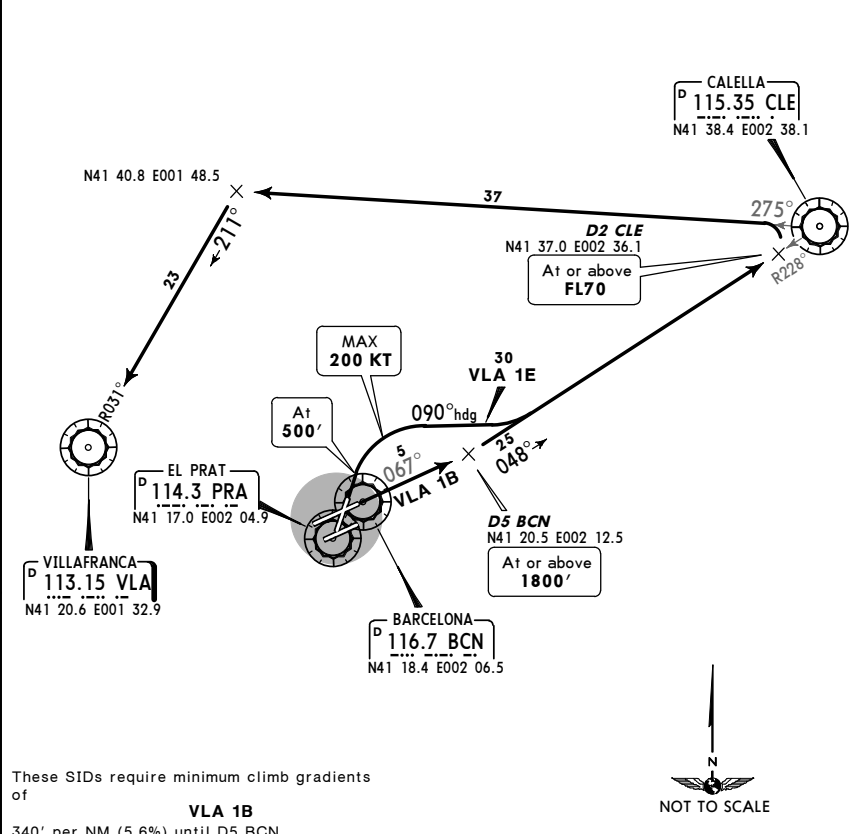
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3X3) Eff 26 Oct SID

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



VILAFRANCA ONE BRAVO (VLA 1B)
 VILAFRANCA ONE ECHO (VLA 1E)
 RWYS 07L, 02 DEPARTURES
SPEEDS MAX 250 KT BELOW FL100

① 4300' within 15 NM



These SIDs require minimum climb gradients of

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

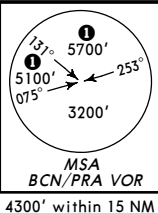
VLA 1E
 304' per NM (5%) until leaving 1000'.

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

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

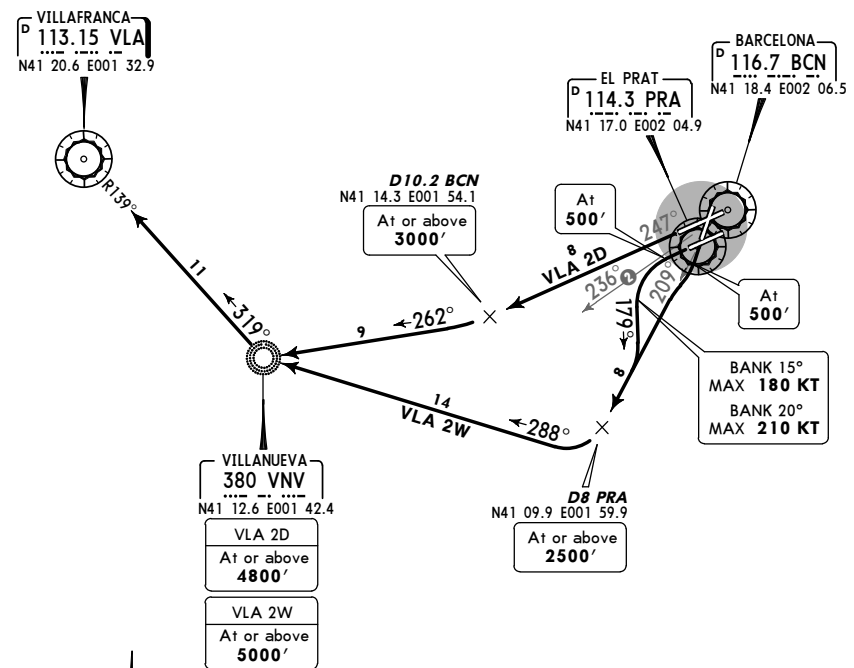
LEBL/BCN BARCELONA
 BARCELONA, SPAIN
 13 OCT 06 (10-3X4) Eff 26 Oct SID

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



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

② Rwy 25L: Do not overshoot BCN R-236 on initial turn.



These SIDs require minimum climb gradients of

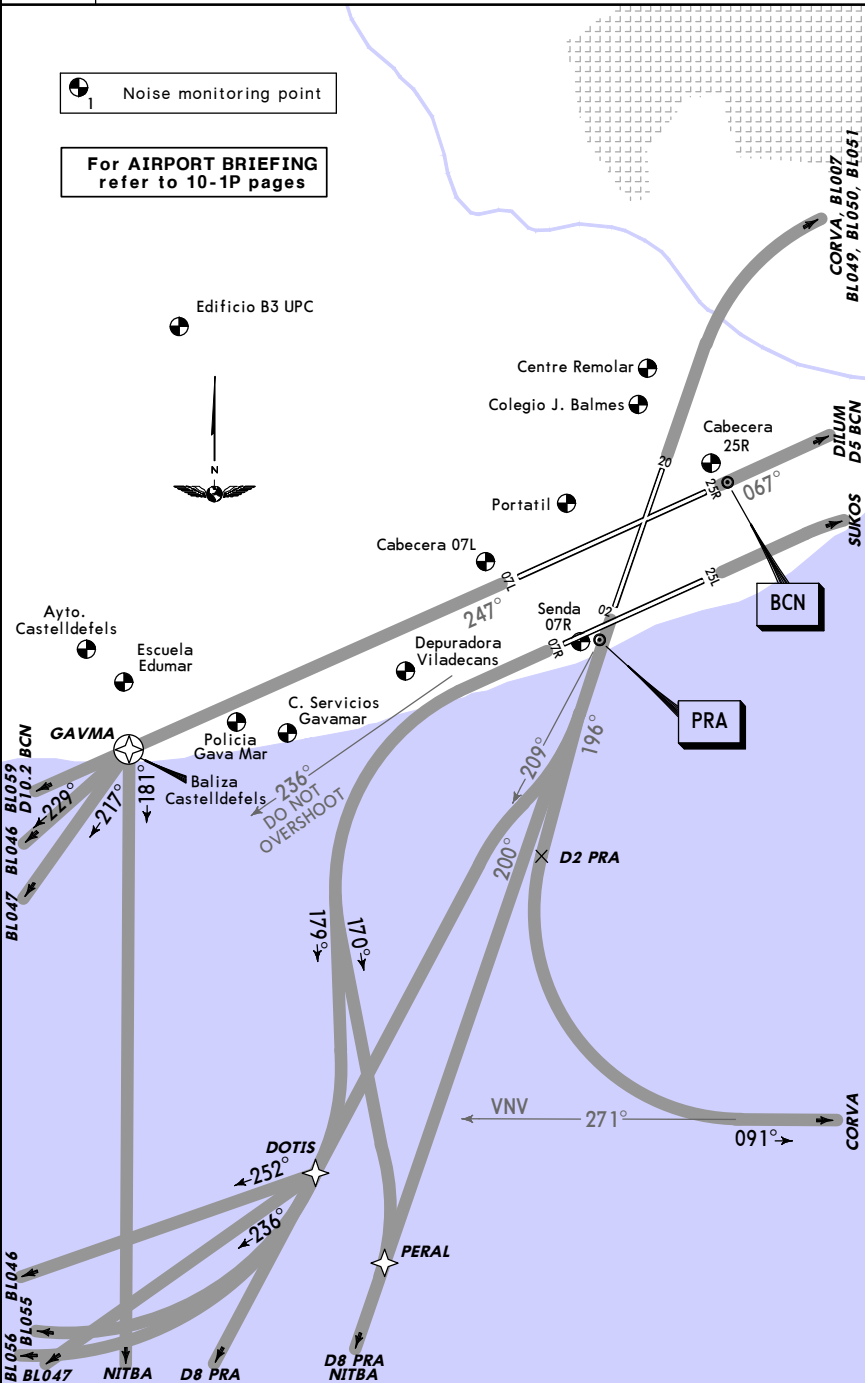
	VLA 2D					
	75	100	150	200	250	300
371' per NM (6.1%) until VNV.	463	618	927	1235	1544	1853
	VLA 2W					
	75	100	150	200	250	300
304' per NM (5%) until D8 PRA.	380	506	760	1013	1266	1519

SID	RWY	ROUTING
VLA 2D	25R	Climb on BCN R-247 to D10.2 BCN, turn RIGHT, intercept 262° bearing to VNV, 319° bearing to VLA.
VLA 2W	20	Climb on runway heading to 500', turn RIGHT, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° bearing to VLA.
	25L	Climb on runway heading to 500', turn LEFT, 179° track, intercept PRA R-209 to D8 PRA, turn RIGHT, intercept 288° bearing to VNV, turn RIGHT, 319° bearing to VLA.

③ Turns before departure end of runway (DER) are not allowed.
 CHANGES: SIDs renumbered & revised; airport name. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED.

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

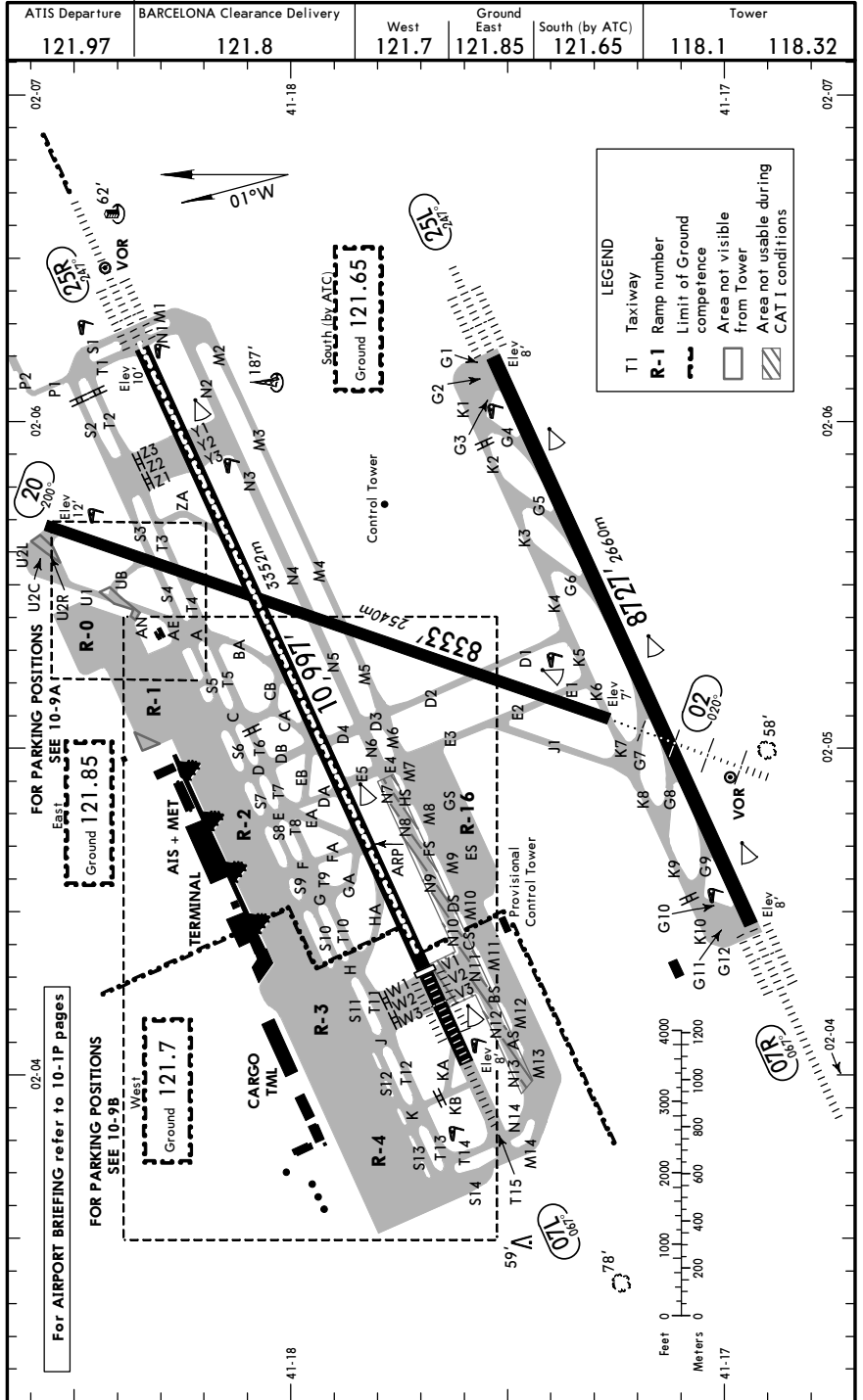
Apt Elev 14'
 NOISE ABATEMENT



CHANGES: RNAV SIDs & SIDs RWYs 20, 25L/R revised. © JEPPESEN SANDERSON, INC., 2005, 2006. ALL RIGHTS RESERVED.

LEBL/BCN BARCELONA, SPAIN

Apt Elev 14' 12 OCT 07 (10-9) Eff 25 Oct BARCELONA

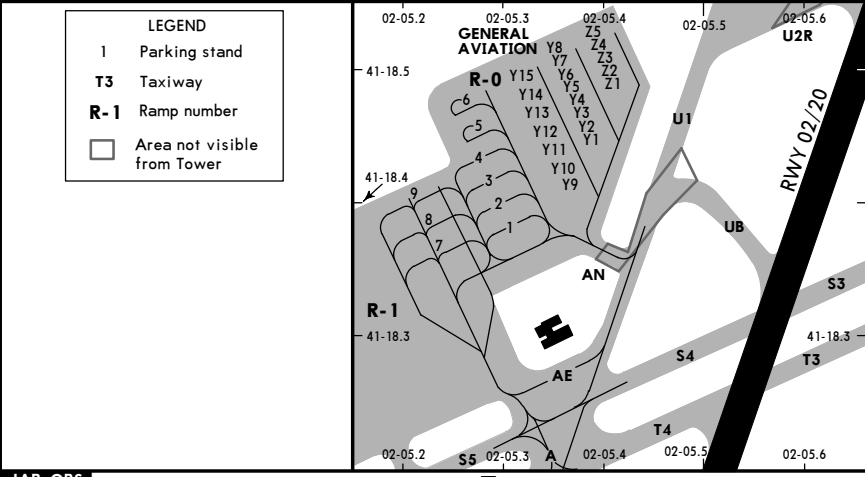


LEBL/BCN BARCELONA, SPAIN

12 OCT 07 (10-9A) Eff 25 Oct BARCELONA

RWY	ADDITIONAL RUNWAY INFORMATION		TAKE-OFF	WIDTH
	USABLE LENGTHS	LANDING BEYOND		
	Threshold	Glide Slope		
02	HIRL(50m)CL(15m)HIALS REIL PAPI-R(3.0°)HST-UB RVR	7422' 2262m		148' 45m
20	HIRL(50m)CL(15m)		1	
1 TAKE-OFF RUN AVAILABLE RWY 20: From rwy head 8333' (2540m) twy UB int 6690' (2039m) twy S4 int 6647' (2026m) twy T4 int 6385' (1946m)				
07L	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI-R(3.0°)RVR	9587' 2922m	8553' 2607m	197' 60m
25R	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI(3.0°)RVR		9964' 3037m	4
2 HST-CA, BA & ZA 3 HST-CB, EB, GA & HA 4 TAKE-OFF RUN AVAILABLE RWY 07L: From rwy head 10,997' (3352m) twy W3 int 9970' (3039m) twy W2 int 9751' (2972m) twy W1 int 9534' (2906m) twy HA int 7782' (2372m)				
RWY 25R: From rwy head 10,997' (3352m) twy Z3 int 9528' (2904m) twy Z2 int 9311' (2838m) twy Z1 int 9091' (2771m) twy ZA int 7526' (2294m) twy BA int 6345' (1934m)				
07R	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI(3.0°)RVR	7740' 2359m		197' 60m
25L	HIRL(50m)CL(15m)HIALS-II REIL TDZ PAPI(3.0°)RVR	7747' 2361m		
5 HST-G6, G5 & G4 6 HST-G7, G8 & G9				

JAR-OPS		TAKE-OFF 1				
All Rwys						
Approved Operators	LVP must be in Force					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	150m	200m	250m	300m	400m
B						
C						
D		200m	250m	300m		



JAR-OPS TAKE-OFF 1
All Rwys

Approved Operators	LVP must be in Force					
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	150m	150m	200m	250m	300m	400m
B						
C						
D		200m	250m	300m		

1 Operators applying U.S. Ops Specs: CL required below 300m.

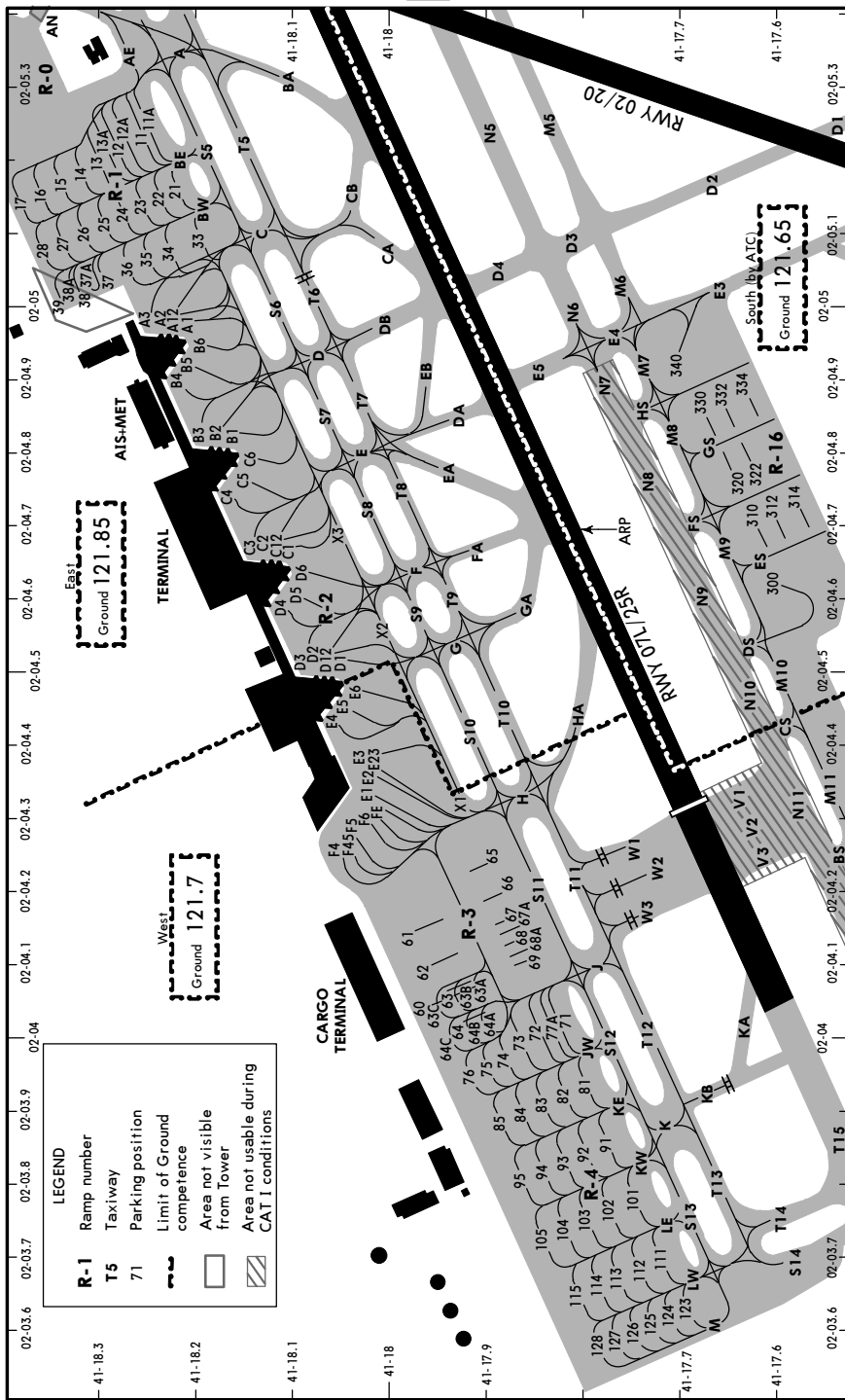
LEBL/BCN

JEPPESEN

BARCELONA, SPAIN

12 OCT 07 10-9B Eff 25 Oct

BARCELONA



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

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LEBL/BCN

JEPPESEN

BARCELONA, SPAIN

12 OCT 07 10-9C Eff 25 Oct

BARCELONA

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

CHANGES: Parking stands. Coordinates.

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LEBL/BCN

JEPPesen
 9 FEB 07 (10-9D) Eff 15 Feb

BARCELONA, SPAIN
 BARCELONA

VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

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

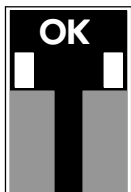
DISPLAY UNIT

Consists of:

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

PILOT INSTRUCTIONS

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



LEBL/BCN
 BARCELONA

JEPPesen
 9 FEB 07 (11-01) Eff 15 Feb

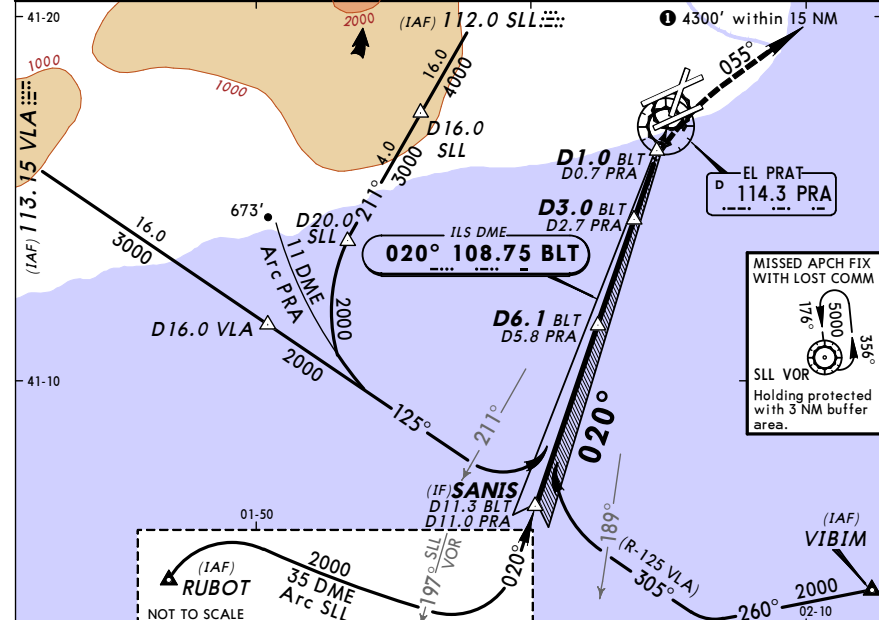
BARCELONA, SPAIN
 ILS Rwy 02

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower		West	Ground East	South (by ATC)
118.65	119.1	118.1	118.32	121.7	121.85	121.65

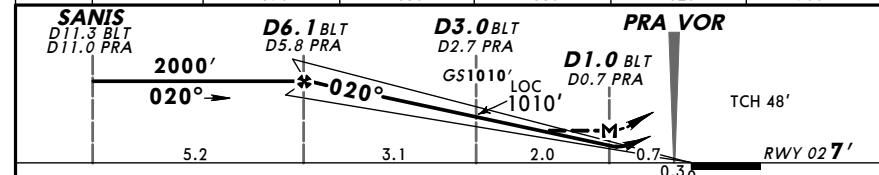
LOC BLT	Final Apch Crs	GS	ILS DA(H) Refer to Minimums	Apt Elev	14'
108.75	020°	D3.0 BLT (1003')		RWY	7'

MISSED APCH: Climb on rwy heading to 500'. Turn RIGHT (MAX 185 KT) onto R-055 PRA climbing to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on rwy heading to 500'. Turn RIGHT (MAX 185 KT) onto R-055 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.

Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
 1. DME REQUIRED. 2. ILS DME reads zero at rwy 02 threshold.



LOC	BLT DME	6.0	5.0	4.0	3.0	2.0
(GS out) ALTITUDE		1970'	1650'	1330'	1020'	700'



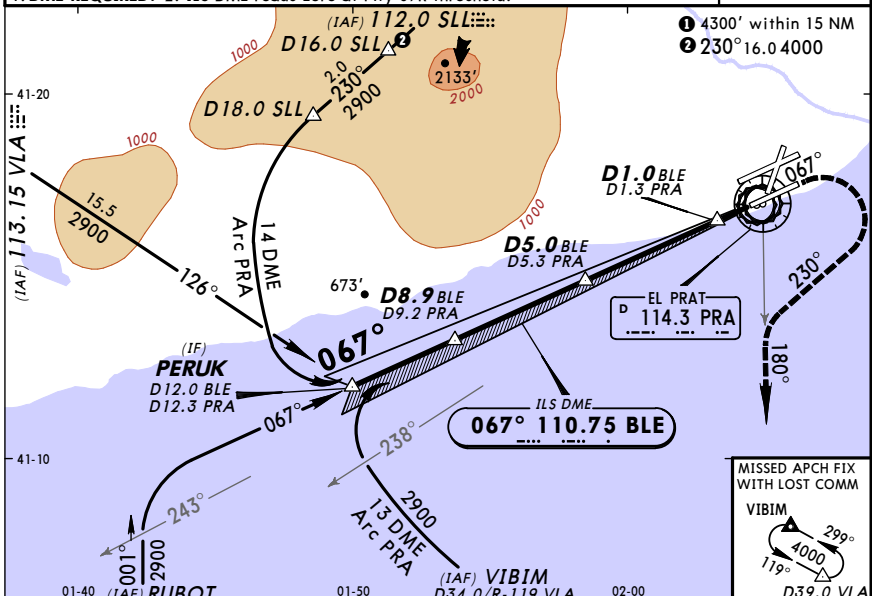
Gnd speed-Kts	70	90	100	120	140	160		HIALS	500'	Rwy
ILS GS 3.00° or								REIL	↑	hdg
LOC Descent Gradient 5.2%	377	484	538	646	753	861		PAPI		
MAP at D1.0 BLT/D0.7 PRA										

JAR-OPS		STRAIGHT-IN LANDING RWY 02		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Northwest of airport	
A: 299' (292') C: 320' (313')		MDA(H) 450' (443')			
B: 311' (304') D: 330' (323')					

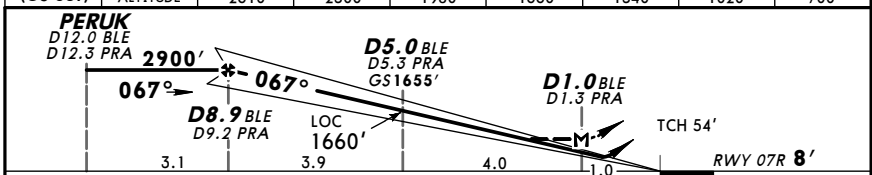
	FULL	ALS out	ALS out	Max Kts.	MDA(H)	VIS
A	RVR 650m		RVR 900m	100	580' (566')	1500m
B			RVR 1500m	135	700' (686')	1600m
C	RVR 800m	RVR 1200m	RVR 1000m	180	890' (876')	2400m
D			RVR 1400m	205	1300' (1286')	3600m

LEBL/BCN BARCELONA **JEPPesen BARCELONA, SPAIN**
 25 AUG 06 (11-2) Eff 31 Aug **ILS Rwy 07R**

ATIS Arrival 118.65		BARCELONA Approach (R) 119.1		BARCELONA Tower 118.1 118.32		West 121.7	Ground East 121.85	South (by ATC) 121.65
LOC BLE 110.75	Final Apch Crs 067°	GS D5.0 BLE 1655' (1647')	ILS DA(H) Refer to Minimums	Apt Elev 14'		RWY 8'		
MISSED APCH: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA and follow R-125 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM.								
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'						MSA PRA VOR		



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



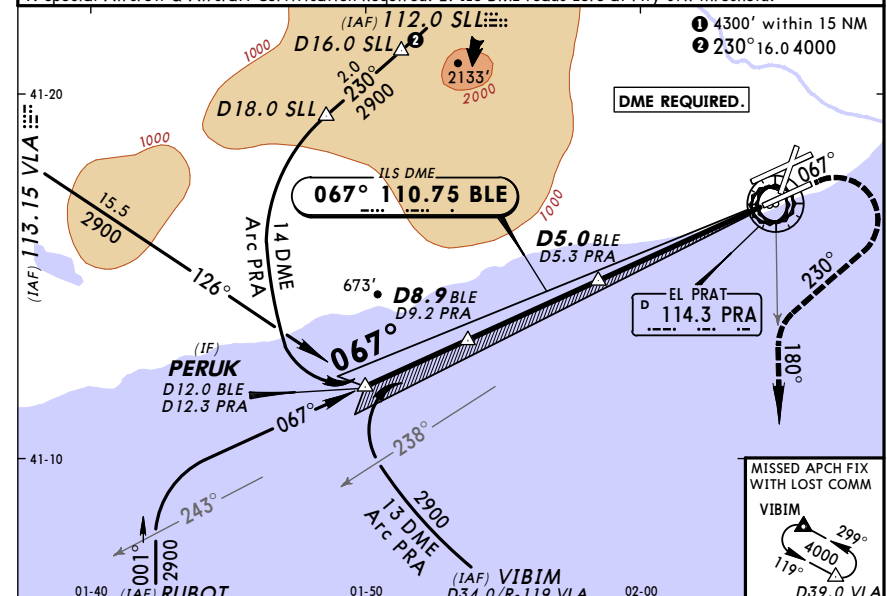
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 500' on 067°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861	

JAR-OPS STRAIGHT-IN LANDING RWY 07R		CIRCLE-TO-LAND	
ILS DA(H) A: 252'(244') C: 272'(264') B: 264'(256') D: 282'(274')		Not authorized Northwest of airport	
LOC (GS out) MDA(H) 500'(492')			
Full	ALS out	Max Kts	MDA(H) VIS
A RVR 600m	RVR 1000m	100	580' (566') 1500m
B RVR 650m	RVR 1200m	135	700' (686') 1600m
C RVR 650m	RVR 1200m	180	890' (876') 2400m
D RVR 650m	RVR 1600m	205	1300' (1286') 3600m

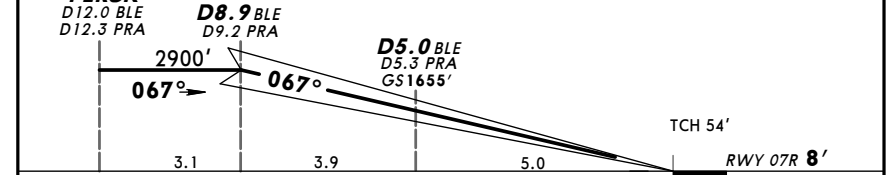
PANS OPS 4

LEBL/BCN BARCELONA **JEPPesen BARCELONA, SPAIN**
 25 AUG 06 (11-2A) Eff 31 Aug **CAT II ILS Rwy 07R**

ATIS Arrival 118.65		BARCELONA Approach (R) 119.1		BARCELONA Tower 118.1 118.32		West 121.7	Ground East 121.85	South (by ATC) 121.65
LOC BLE 110.75	Final Apch Crs 067°	GS D5.0 BLE 1655' (1647')	CAT II ILS RA/DA(H) Refer to Minimums	Apt Elev 14'		RWY 8'		
MISSED APCH: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA and follow R-125 VLA onto 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'						MSA PRA VOR		



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II 500' on 067°
GS	377	484	538	646	753	861	

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

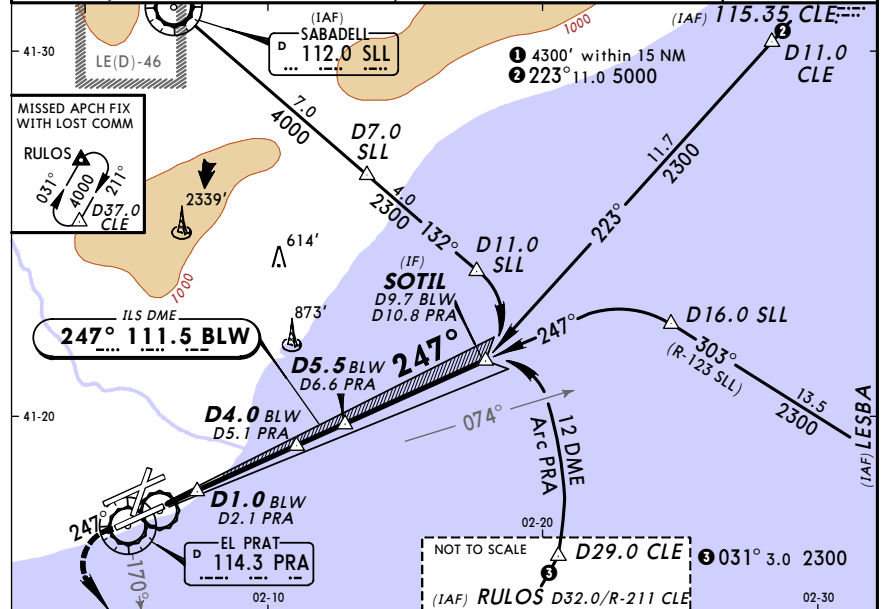
PANS OPS 4

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

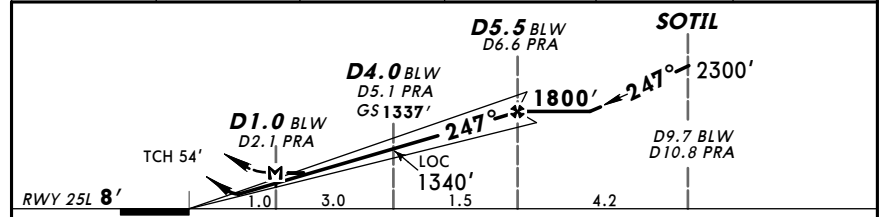
LEBL/BCN BARCELONA **JEPPESEN** **BARCELONA, SPAIN**
 13 OCT 06 (11-3) Eff 26 Oct ILS Rwy 25L

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85	South (by ATC) 121.65
LOC BLW 111.5	Final Apch Crs 247°	GS D4.0 BLW 1337' (1329')	ILS DA(H) 208' (200')	Apt Elev 14' RWY 8'

MISSED APCH: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA climbing to 3000' and as directed.
 MISSED APCH WITH LOST COMM: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA to D14.0 PRA. Turn LEFT to intercept R-211 CLE to RULOS climbing to 4000' and hold.
 Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. DME REQUIRED. 2. ILS DME reads zero at rwy 25L threshold.



LOC (GS out)	BLW DME	2.0	3.0	4.0	5.0
	ALTITUDE	700'	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861

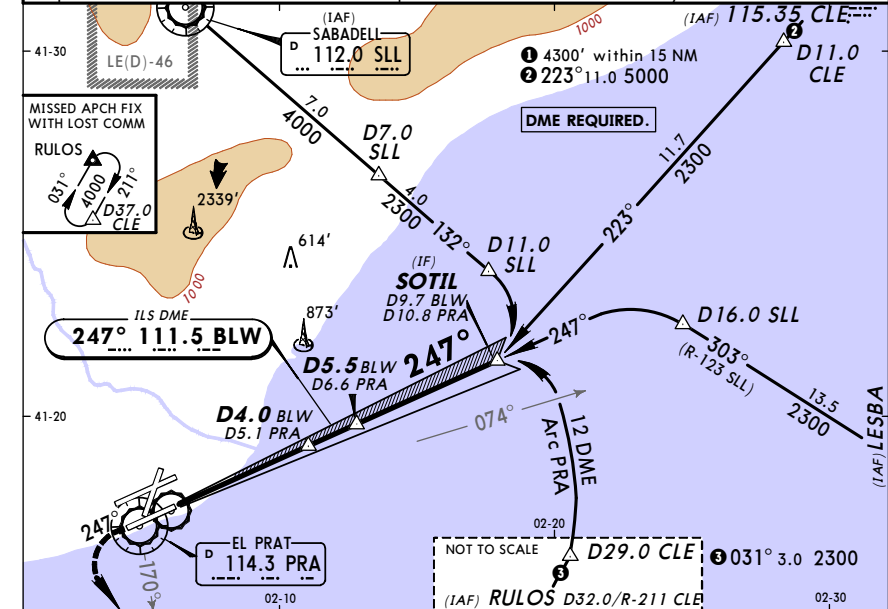
MAP at D1.0 BLW/D2.1 PRA

JAR-OPS		STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not authorized Northwest of airport	
DA(H) 208' (200')		MDA(H) 410' (402')			
FULL	ALS out	ALS out	ALS out	Max Kts	MDA(H) VIS
A		RVR 1200m	RVR 1500m	100	580' (566') 1500m
B		RVR 1300m	RVR 1500m	135	700' (686') 1600m
C	RVR 700m	RVR 1400m	RVR 1800m	180	890' (876') 2400m
D		RVR 1600m	RVR 2000m	205	1300' (1286') 3600m

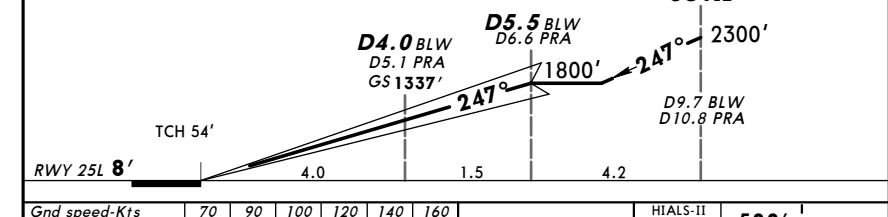
LEBL/BCN BARCELONA **JEPPESEN** **BARCELONA, SPAIN**
 13 OCT 06 (11-3A) Eff 26 Oct CAT II ILS Rwy 25L

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85	South (by ATC) 121.65
LOC BLW 111.5	Final Apch Crs 247°	GS D4.0 BLW 1337' (1329')	CAT II ILS RA 104' DA(H) 108' (100')	Apt Elev 14' RWY 8'

MISSED APCH: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA climbing to 3000' and as directed.
 MISSED APCH WITH LOST COMM: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA to D14.0 PRA. Turn LEFT to intercept R-211 CLE to RULOS climbing to 4000' and hold.
 Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 6000'
 1. Special Aircrew & Aircraft Certification Required. 2. ILS DME reads zero at rwy 25L threshold.



LOC (GS out)	BLW DME	2.0	3.0	4.0	5.0
	ALTITUDE	700'	1020'	1340'	1660'



Gnd speed-Kts	70	90	100	120	140	160	
GS	3.00°	377	484	538	646	753	861

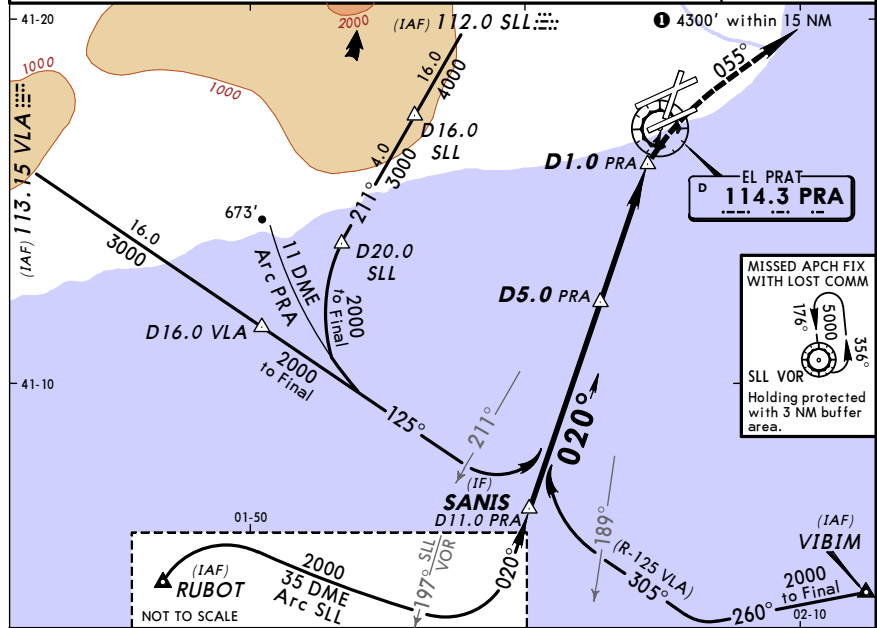
MAP at D1.0 BLW/D2.1 PRA

JAR-OPS		STRAIGHT-IN LANDING RWY 25L		CIRCLE-TO-LAND	
CAT II ILS		LOC (GS out)		Not authorized Northwest of airport	
RA 104'		DA(H) 108' (100')			
RVR 300m					

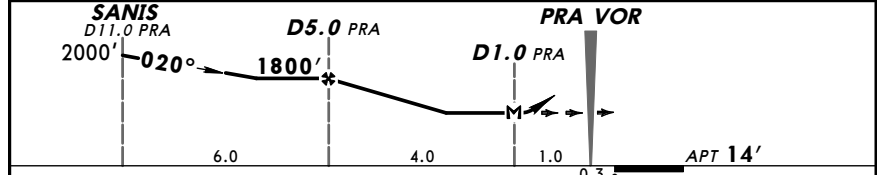
LEBL/BCN BARCELONA **JEPPESEN** **BARCELONA, SPAIN**
 Eff 22 Nov (13-1) **VOR Rwy 02**

ATIS Arrival	BARCELONA Approach (R)		BARCELONA Tower		West	Ground East	South (by ATC)
118.65	119.1	118.1	118.32	121.7	121.85	121.65	
VOR PRA	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev			
114.3	020°	D5.0 PRA 1800' (1786')	500' (486')	14'			

MISSED APCH: Immediately turn RIGHT (MAX 185 KT) to intercept R-055 PRA climbing to 3000' and as directed.
MISSED APCH WITH LOST COMM: Immediately turn RIGHT (MAX 185 KT) to intercept R-055 PRA climbing to 4000'. Climbing turn LEFT to SLL VOR to 5000' and hold.
 Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
DME REQUIRED.



PRA DME	4.0	3.0	2.0
ALTITUDE	1480'	1150'	820'



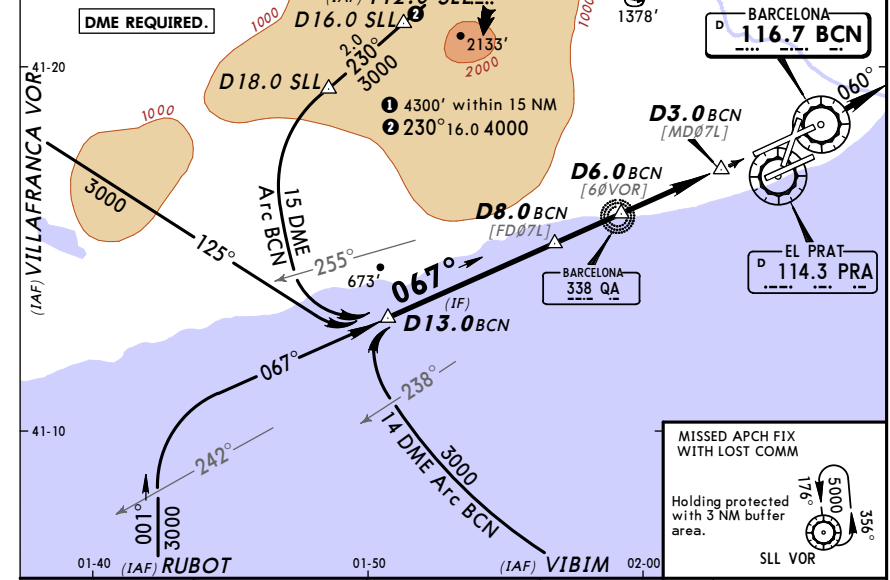
Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	BCN	3000'	BCN
Descent Gradient 5.4%	383	492	547	656	766	875	REIL PAPI	116.7	3000'	116.7
MAP at D1.0 PRA										R-060

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

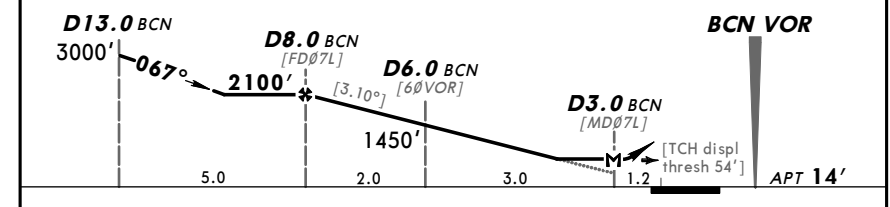
LEBL/BCN BARCELONA **JEPPESEN** **BARCELONA, SPAIN**
 Eff 22 Nov (13-2) **VOR Rwy 07L**

ATIS Arrival	BARCELONA Approach (R)		BARCELONA Tower		West	Ground East	South (by ATC)
118.65	119.1	118.1	118.32	121.7	121.85	121.65	
VOR BCN	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev			
116.7	067°	D8.0 BCN 2100' (2086')	480' (466')	14'			

MISSED APCH: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb STRAIGHT AHEAD to BCN VOR and follow R-060 BCN to 4000'. Turn LEFT to SLL VOR climbing to 5000' and hold.
 Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'
DME REQUIRED.



BCN DME	7.0	6.0	5.0	4.0
ALTITUDE	1780'	1450'	1120'	790'

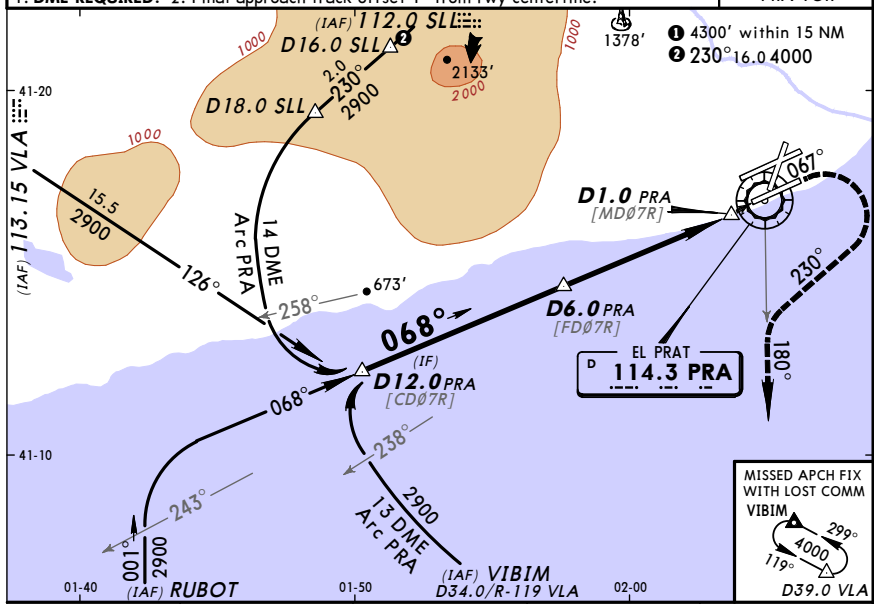


Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	BCN	3000'	BCN
Desc Grad 5.41% or Desc angle [3.10°]	384	494	548	658	768	878	REIL PAPI	116.7	3000'	116.7
MAP at D3.0 BCN										R-060

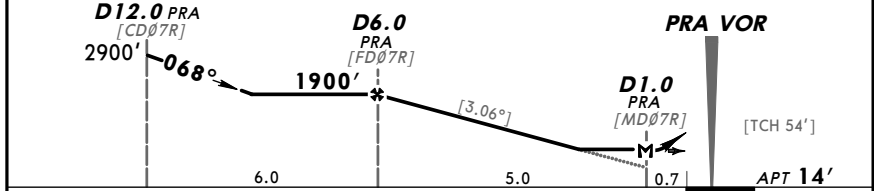
JAR-OPS STRAIGHT-IN LANDING RWY 07L		CIRCLE-TO-LAND	
MDA(H) 480' (466')		Not authorized Northwest of airport	
	ALS out	Max Kts	MDA(H) VIS
A	RVR 1000m	100	580' (566') 1500m
B	RVR 1200m	135	700' (686') 1600m
C	RVR 1600m	180	890' (876') 2400m
D	RVR 2000m	205	1300' (1286') 3600m

LEBL/BCN BARCELONA **JEPPESEN** **BARCELONA, SPAIN**
 26 JAN 07 (13-3) **VOR Rwy 07R**

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
VOR PRA 114.3	Final Apch Crs 068°	Minimum Alt D6.0 PRA 1900' (1886')	MDA(H) 420' (406')
Apt Elev 14'			
MISSED APCH: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 067° to 500'. Turn RIGHT (MAX 185 KT) onto 230° to intercept R-180 PRA and follow R-125 VLA to D39.0 VLA climbing to 4000' and hold at VIBIM.			
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: By ATC
1. DME REQUIRED.		2. Final approach track offset 1° from rwy centerline.	



PRA DME	5.0	4.0	3.0	2.0
ALTITUDE	1580'	1260'	940'	610'



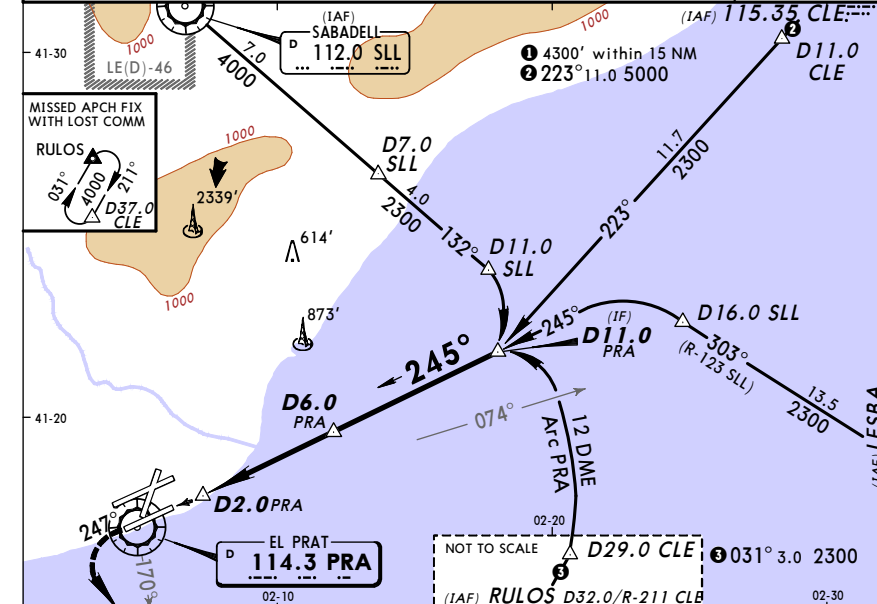
Gnd speed-Kts	70	90	100	120	140	160
Desc Grad 5.34% or Descent angle [3.06°]	379	487	541	650	758	866

MAP at D1.0 PRA

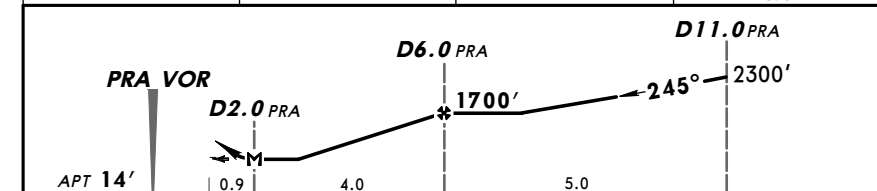
JAR-OPS STRAIGHT-IN LANDING RWY 07R		CIRCLE-TO-LAND	
MDA(H) 420' (406')		Not authorized Northwest of airport	
	ALS out	Max Kts	MDA(H) VIS
A	RVR 900m	100	580' (566') 1500m
B	RVR 1000m	135	700' (686') 1600m
C	RVR 1000m	180	890' (876') 2400m
D	RVR 1400m	205	1300' (1286') 3600m

LEBL/BCN BARCELONA **JEPPESEN** **BARCELONA, SPAIN**
 26 JAN 07 (13-4) **VOR Rwy 25L**

ATIS Arrival 118.65	BARCELONA Approach (R) 119.1	BARCELONA Tower 118.1 118.32	Ground West 121.7 East 121.85 South (by ATC) 121.65
VOR PRA 114.3	Final Apch Crs 245°	Minimum Alt D6.0 PRA 1700' (1686')	MDA(H) 530' (516')
Apt Elev 14'			
MISSED APCH: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA climbing to 3000' and as directed. MISSED APCH WITH LOST COMM: Climb on 247° to 500'. Turn LEFT (MAX 185 KT) to follow R-170 PRA to D14.0 PRA. Turn LEFT to intercept R-211 CLE to RULOS climbing to 4000' and hold.			
Alt Set: hPa		Apt Elev: 1 hPa	Trans level: By ATC
1. DME REQUIRED.		2. Final approach track offset 2° from rwy centerline.	



PRA DME	3.0	4.0	5.0
ALTITUDE	700'	1030'	1370'



Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.5%	390	501	557	668	780	891

MAP at D2.0 PRA

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

LEBL/BCN
BARCELONA

JEPPesen
 26 JAN 07 (13-5)

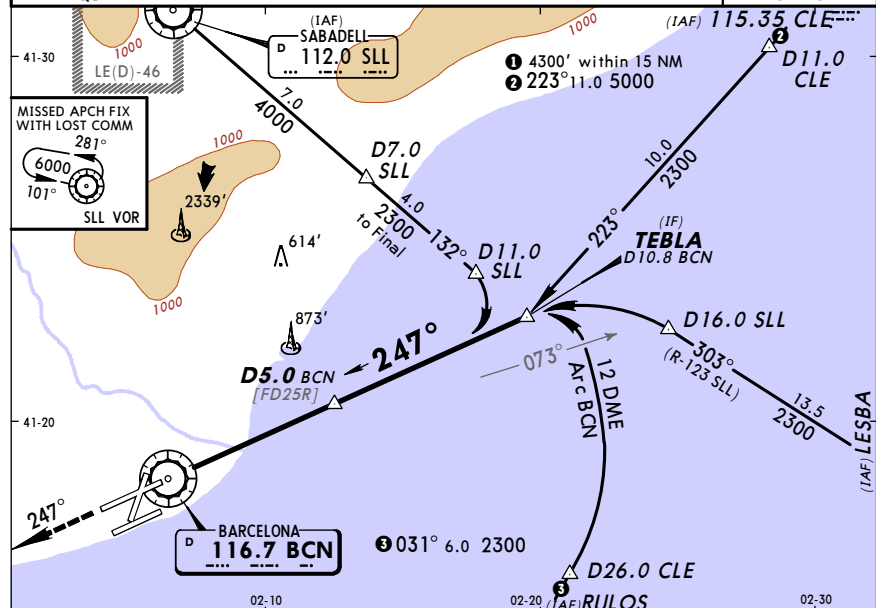
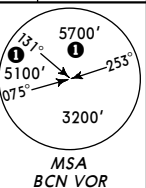
BARCELONA, SPAIN
VOR Rwy 25R

ATIS Arrival	BARCELONA Approach (R)	BARCELONA Tower	West	Ground East	South (by ATC)
118.65	119.1	118.1 118.32	121.7	121.85	121.65
VOR BCN 116.7	Final Apch Crs 247°	Minimum Alt D5.0 BCN 1800' (1786')	MDA(H) 540' (526')	Apt Elev 14'	

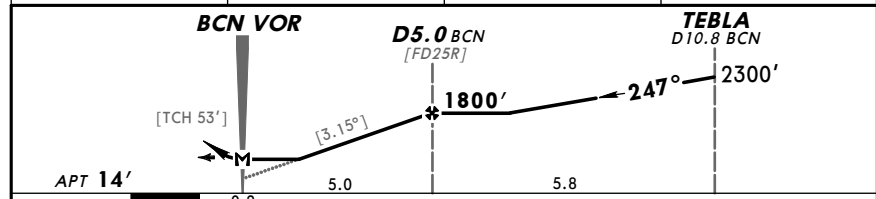
MISSED APCH: Climb on R-247 BCN to 3000' and as directed.
MISSED APCH WITH LOST COMM: Climb on R-247 to 3500'. Turn RIGHT to SLL VOR climbing to 6000' and hold.

Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 6000'

DME REQUIRED.



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



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II REIL PAPI PAPI 3000' on 116.7 R-247
Desc Grad 5.50% or Desc angle [3.15°]	390	502	557	669	780	892	
MAP at BCN VOR							

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

BRIEFING STRIP™

PANS OPS 4