



Barcelona (LEBL) Pilot Briefing  
Version 1.0

May 2022

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## 1. GENERAL

### 1.1. Airport Information

<b>Name:</b>	Josep Tarradellas Barcelona el Prat
<b>ICAO:</b>	LEBL
<b>IATA:</b>	BCN
<b>Operations Hours:</b>	24 Hours
<b>Squawks Range:</b>	[6200-6227]
<b>Elevation:</b>	14ft
<b>Languages:</b>	English and Spanish
<b>Use for:</b>	IFR, AD closed to VFR operations except: ambulance, rescue, and state flights. AD closed to operations by aircraft whose maximum takeoff weight (MTOW) is equal to or less than 2000 kg and single-engine turboprop aircraft, except: ambulance, rescue, and State flights

### 1.2. Runways physical characteristics

Recorrido de despegue disponible (TORA) [m]													
RW Y	Material	Total	Y5	Y6	Y7	Z5	Z6	Z7	Y2	Y4	Z2	Z3	Z4
24R	Asphaltic concrete	3352	-	-	-	-	-	-	2961	2828	2961	2895	2828
06L	Asphaltic concrete	3352	2963	3029	3096	2963	3029	3096	-	-	-	-	-

RWY	Material	Total	UB
24L	Asphaltic concrete	2660	
06R	Asphaltic concrete	2660	
RWY	Material	Total	UB
02	Asphaltic concrete	3352	2124
20	Asphaltic concrete	3352	2124

Do not use Runway 02 for take-off.

### 1.3. Radio Navigation Information

ID	Name	Type	Frequency
BCN	Barcelona	VOR DME	116.70 MHz
PRA	El Prat	VOR DME	114.30 MHz
SLL	Sabadell	VOR DME	112.00 MHz
VLA	Vilafranca	VOR DME	113.15 MHz
CLE	Calella	VOR DME	115.35 MHz
VNV	Villanueva	NDB	380.000 kHz

### 1.4. Radio Navigation for Landing Facilities

ID	Type	Frequency	Course	Category	Glide Path	DME	RWY
BLT	LOC	108.75 MHz	019°	CAT I	330.350 MHz	24Y	02
QAA	LOC	103.30 MHz	065°	CAT III	335.000 MHz	40X	06L
BCA	LOC	110.75 MHz	065°	CAT III	330.050 MHz	44Y	06R
BLW	LOC	111.50 MHz	245°	CAT III	332.900 MHz	52X	24L
BCA	LOC	109.500 MHz	245°	CAT III	332.600 MHz	32X	24R

### 1.5. Approaches

In the next table, you can see the approaches that we have in use at Barcelona:

Runway	ILS	LOC	VOR DME	RNAV	GLS
24R	Sí	Sí	Sí	No	No
24L	Sí	Sí	Sí	No	No
06L	Sí	Sí	Sí	No	No
06R	Sí	Sí	Sí	No	No
02	Sí	Sí	Sí	No	No

By default, ILS approaches will be used. In case the pilot cannot execute it, an alternative approach type will be given in the order of the table (left to right). A specific approach, requested by the pilot, will always be approved while traffic permits.

## 1.6. Holdings

### 1.6.1. Standard Holdings for sequence

FIX	Alt max Alt min	Inbound Radial	Turns	Use
CLE	FL100 FL 70	190º	Left	Sequence
SLL	FL100 FL70	100º	Left	
LESBA	FL100 FL70	176º	Right	
RULOS	FL100 FL70	030º	Right	
VIBIM	FL100 FL70	298º	Left	
TOTKI	FL100 FL70	092º	Right	
RUBOT	FL100 FL70	029º	Left	
VLA	FL100 FL70	107º	Left	

### 1.6.2. Holds due to traffic

Fix	Alt max Alt min	Inbound Radial	Turns	Use
BGR	- FL130	245°	Right	Traffic Congestion
SADEM	- FL130	176°	Left	
OSTUR	- FL130	311°	Left	
NEPAL	- FL130	029°	Right	
TUNDI	- FL130	040°	Left	
VLA (Conf. W)	- FL130	086°	Right	
PEKIS	- FL150	100°	Left	
TIRGO	- FL150	110°	Left	
35 DME CLE	- FL130	147°	Right	
30 DME CLE	- FL130	190°	Left	
PAPOS	- FL130	029°	Left	
RES	- FL130	099°	Right	
LRD	- FL130	128°	Right	
KOSIT	- FL130	175°	Left	
GIR	- FL150	195°	Right	
BL038	- FL130	286°	Right	
SLL (Norte)	FL130 FL100	175°	Left	

### 1.7. Preference Configuration

Except when some of the following conditions prevail or are foreseen:

- Track, dry or wet, with less than good braking action.
- Cloud ceiling less than 500ft above aerodrome elevation.
- Visibility less than 1.9 km (1 NM).
- Reported or forecast wind gradient or thunderstorms on approach or departure.
- Traffic conditions, operational needs, security situations and other weather conditions that prevent it.

The controller will maintain the preferred settings, described below, up to 10kt tailwind and/or 20kt crosswind components, including gusts:

Configuration	Day 3) 5)	Night 4)
Preference	<b>Arrivals: 24R</b> <b>Departures: 24L y 24R 6)</b>	Arrivals: 02 Departures: 06R
No – Preference	Arrivals: 06L Departures: 06R y 06L 6)	Arrivals: 24L Departures: 24L

3) Daytime setting between 0700 and 2300 LT.

4) Night setting between 2300 and 0700 LT.

5) When traffic demand and meteorological and operational conditions allow it, the preferred nighttime configuration (north cross-runway configuration) may be extended beyond 0700 LT or brought forward before 2300 LT.

6) The use of RWY 24R/06L is restricted to those aircraft that can justify the need for a longer runway than that available on RWY 24L/06R, except for ambulance flights with an STS/MEDEVAC flight plan, rescue flights, State or flights that provide service for the Autonomous Communities and other Local Entities as long as they perform non-commercial public services, that request it from ATC, being mandatory to carry out a departure procedure in conventional mode.

### 1.8. Transition Altitude and Transition Level

The transition altitude in Barcelona is always 6000ft. The transition level depends on the local QNH.

QNH	De 942,2 a 959,4	De 959,5 a 977,1	De 977,2 a 995,0	De 995,1 a 1013,2	De 1013,3 a 1031,6	De 1031,7 a 1050,3
TL	90	85	80	75	70	65



## 1.9. Positions and responsibilities

### 1.9.1. Barcelona Airport

ID	Name	Callsign	Frequency
BLD	LEBL_DEL	Barcelona Clearance	121.8
BLG *	LEBL_GND	Barcelona Ground	121.7
BLGC	LEBL_C_GND	Barcelona Ground	121.65
BLGS	LEBL_S_GND	Barcelona Ground	122.22
BLTN	LEBL_TWR	Barcelona Tower	118.10
BLT *	LEBL_S_TWR	Barcelona Tower	118.32
BLA *	LEBL_APP	Barcelona Approach	125.25
BLA2	LEBL_2_APP	Barcelona Approach	121.15
BLA3	LEBL_3_APP	Barcelona Approach	126.50
BLA4	LEBL_4_APP	Barcelona Approach	127.70
BF	LEBL_F_APP	Barcelona Approach	119.10

### 1.9.2. Near Airports

ID	Nombre	Callsign	Frequency
GET	LEGE_TWR	Gerona Tower	121.80
DAT	LEDA_TWR	Lérida Tower	121.70
RST	LERS_TWR	Reus Tower	121.65
LLT	LELL_TWR	Sabadell Tower	120.80

### 1.10. Low Visibility Procedures (LVP)

- 1) Pilots will be informed by frequency of the application of LVP procedures.
- 2) Possible runway configurations in low visibility conditions are:
  - Parallel runways West configuration. (Arrivals on RWY 24R and departures on RWY 24L).
  - Parallel runways East Configuration. (Arrivals on RWY 07L and departures on RWY 06R).
  - Single track 24R. (Arrivals on RWY 24R and departures on RWY 24R).
  - 24L single track. (Arrivals on RWY 24L and departures on RWY 24L).
  - Single runway 06R. (Arrivals at RWY 06R and departures via RWY 06R).
  - Single runway 06L. (Arrivals at RWY 06L and departures via RWY 06L).
- 3) The RWY 02/20 may not be used in low visibility conditions.
- 4) The Low Visibility Procedures (LVP) in the maneuvering area will be activated when any of the following weather conditions occur:

CRITERIOS PARA LA ACTIVACION DE LOS LVP EN AREA DE MANIOBRAS CRITERIA FOR LVP ACTIVATION IN THE MANOEUVRING AREA		
RWY en uso para ARR RWY in use for ARR	RVR en cualquier transmisómetro de dicha RWY RVR in any transmissometer of that RWY	Techo de nubes Cloud ceiling
25R	Igual o inferior a 600 m 600 m or below	Igual o inferior a 250 ft (75 m) 250 ft (75 m) or below
25L	Igual o inferior a 800 m 800 m or below	Igual o inferior a 250 ft (75 m) 250 ft (75 m) or below
07L o // or 07R	Igual o inferior a 650 m 650 m or below	Igual o inferior a 300 ft (90 m) 300 ft (90 m) or below

### 1.11. Standards Routes for LVP

Check the AIP of Spain at <https://aip.enaire.es/AIP/>

### 1.12. Standards Routes

Check the AIP of Spain at <https://aip.enaire.es/AIP/>

## 2. CLEARANCE (CLR)

### 2.1. SIDs

Aircraft equipped with RNAV will preferably be assigned RNAV SIDs.

Departures	Restriction
DUNES	Only for departures to Menorca (LEMH)
Calella (CLE)	Only for departures to Girona (LEGE)
Vilafranca (VLA)	Only for departures to Reus (LERS)
Destination Almería (LEAM)	Maximum FL310.
Destination to Ibiza, Palma o Menorca (LEIB,LEPA, LEMH)	Maximum FL190
Destination Paris Orly (LFPO)	Maximum FL 360

### 2.2. Contingency Departure

The contingency outputs are as follows. It will be assigned when the pilot cannot accept a conventional SID in any way.

RWY	Departure
06L	On runway heading climb to 3500 feet.
06R	On runway heading climb to 500 feet, right turn on heading 119° and climb to 1900 feet.
24L	On runway heading climb to 500 feet, right turn on heading 164° and climb to 1500 feet.
24R	On runway heading climb to 3500 feet.
20	On runway heading climb to 1500 feet.

### 2.3. Delays due to TSAT

To avoid congestion at the runway-holding point and inappropriate use of virtual kerosene, clearances may delay the taxi transfer so that the waiting time at the exit holding point is no more than 5 minutes under normal operating conditions.

### 3. GROUND (GND)

#### 3.1. Standard Routes

As long as rolling is possible, it must respect the standard rolling routes. Check the AIP of Spain at <https://aip.enaire.es/AIP/>

Note that you will be required to keep short of some taxiways. Please pay attention to any communication from the controller.

### 4. TOWER (TWR)

#### 4.1. Go Around

In the case of motor and air, ATC will inform you to continue the go-around as published, if you cannot do it, you will have to be informed. Next, we leave you the possible frustrated in case of not being able to carry out the one defined according to the letter:

Runway	Route	Climb
24R/06L	Runway Heading	3000ft
24L	Heading 240º	3000ft
02	Heading 050º	3000ft
06R	Heading South (180º)	3000ft

## 5. APPROACH (APP)

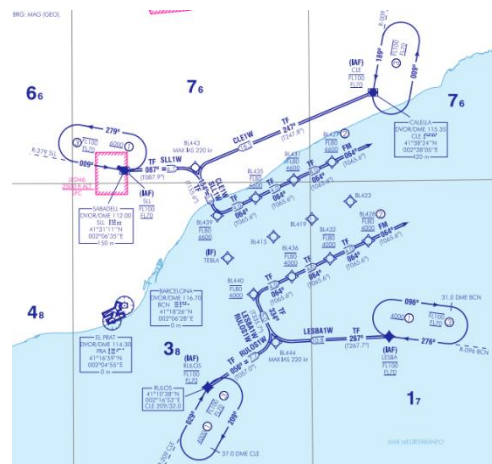
### 5.1. Departures

The initial altitude is 6000ft. Barcelona has the auto-switch function, which means once in the air we can call departures directly without the need for ATC to inform us.

### 5.2. Arrivals

Barcelona is made up of transitions. They are those that, once the STAR is finished, continue through a transition.

We remember that we must be authorized to start them.



#### 5.2.1. Initial Contact

In initial contact on arrival, you must inform the ATIS letter you have on board. In case, the pilot does not notify that letter.

#### 5.2.2. Final Approach

Once established on the approach either ILS, LOC, VOR, etc. Pilots must report it.

#### 5.2.3. Speed Control

These are the recommended speeds:

Phase	Speed
Below FL100/At Cross the SLP	IAS 250 kts
When you cross the IAF	IAS 220 kts
Tailwind	IAS 210-180 kts
12 NM a 8 NM DME	IAS 180-160 kts
8 NM a 4 NM DME	160 kts
After 4NM	Minimum Approach