

**BARCELONA (BCN/LEBL)**

Elevation 14ft

**CATEGORY B**

AV brief not required.

**GENERAL**

- The aerodrome is located on a small coastal plain 5.5nm SW of Barcelona city.

**Threat Based Briefing Topics****CFIT**

- Within 10nm from W through N to NE high ground reaching ~2,200ft asl
- 1,000ft asl contour at 5nm range
- Slopes of the Pyrenees start at 18nm. By 22nm peaks rise to 3,500ft asl and further N to over 11,000ft asl
- High ground between 12nm and 4nm on the approach to Rwy 07 just left of centreline
- Ensure descent clearances accepted comply with MSAs

**Loss of Control**

- BCN is subject to a marked diurnal wind variation which can change very rapidly. The airfield position on a coastal plain surrounded on three sides by the sea can exaggerate this effect. This can cause low level wind shear with the land sea breeze effect.

**ARRIVAL****Diversion Airports**

GERONA	GRN/LEGE	047 nm/040°T	CAT B
VALENCIA	VLC/LEVC	156 nm/227°T	CAT B
MADRID	MAD/LEMD	261 nm/259°T	CAT A

Others that may be used include Bilbao, Perpignan and Marseille

**Approach**

- See Jepp 10-1 pages for details of preferential runways and minimum runway occupancy procedures
- A rapid change to the wind direction vertically on the approach can result in multiple runway changes
- Note that when landing on Rwy 02, ATC expect aircraft to vacate by taxiway UB. Exit via M or N is not permitted.
- See noise abatement page for arrival speed control
- Arrivals from the N may have difficulty contacting Barcelona Control at the boundary

- Possible visual descent clearance if VMC
- Expect radar vectors but procedural approaches are not uncommon
- Circling prohibited in sector 255° clockwise to 010°
- Specific 'Comm failure missed approaches' published in Jepps
- Rwy 20 not available for landing
- Crew reports of occasional G/S fluctuation. Please report any occurrences directly to ATC.

### GROUND

- Parking at Terminal 1
- There are restrictions on some taxiways and standard taxi routes – see Jepp 10-1 pages
- PC is routinely connected on arrival – check PCA status prior to using APU bleed air
- B747 keep outboard engines at idle to avoid ingestion of gravel and dust during taxi
- If fuel is not required for the return sector advise station staff immediately upon arrival

### DEPARTURE

- Some areas are not visible to ATC and therefore crew look-out is essential
- Expect intersection departures Rwy 25R/07L, full length available on request
- Emergency Turn procedures in CARD. Attention to high ground is also necessary while executing the SIDs
- Take note of preferential runways as advised in Jepp 10-1 and justification required for some runway departures
- Crew should note BCN conditional line-up procedure as detailed in Jepp 10-1 for Minimum Runway Occupancy Time (MROT)

### WEATHER

- Summer – severe thunderstorms possible over the Pyrenee day and night. Fog may occur at the airfield after midnight.
- Winter and spring – early morning fog. Occasionally fog patches drift over the airfield but clear before fog becomes established.
- S winds produce low stratus. N winds give severe turbulence and downdraughts.

**OPERATIONAL INFORMATION**

<b>Handling Agent</b>	IBAS – Iberia Airport Services
<b>Handling Agent VHF</b>	131.55
<b>Potable Water</b>	Uplift permitted

<b>IF ONLY Electrical Power is required</b>	Airport authority usage restrictions for APU are strictly enforced. Follow guidance in Jepp 10-1 pages.
<b>If BOTH electrical power and air conditioning is required:</b>	Airport authority usage restrictions for APU are strictly enforced. Follow guidance in Jepp 10-1 pages.