

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 Pyreness 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

Handling Agent	IBAS – Iberia Airport Services
Handling Agent VHF	131.55
Potable Water	Uplift permitted

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

