6/11/2026 **FOR YOUR INFORMATION** 2026-206/11-38

2359501

To: Airport Manager, Josep Tarradellas Barcelona–El Prat Airport (LEBL/BCN), Barcelona, Spain, Jeppesen Sanderson Inc.

Info: FAA (AFS-260, AFS-200, NYC-IFO, AVP-1, AVP-200), ATSG, ALPA, IFALPA, APA, ASAP, A4A, IATA, CAPA, ICAO, ICASS, IPA, NBAA, NTSB, Aeropuertos Españoles y Navegación Aérea (Aena)

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: LEBL/BCN Runway 24L Departure Procedure Charting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.

Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189

ACN 2359501	
DATE / TIME	
Date of Occurrence	202605
Local Time Of Day	0001 to 0600
PLACE	
Locale	LEBL.Airport
State	FO
Altitude - AGL	0
AIRCRAFT / EQUIPMENT X	
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121
PERSON 1	
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2359501
EVENTS	
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Deviation / Discrepancy - Procedural - Weight and Balance
Detector - Person	Flight Crew
Result - General	None Reported / Taken
NARRATIVE 1	

Company Chart 10-7 for BCN in the Jeppesen manual is no longer correct and requires an immediate update. It should read as follows:

All current 24L RNAV SIDs state, “Maintain runway heading to 410… The initial turn shall begin no later than upon reaching 500.” The State Rules and Procedures, 10-1 pages no longer include any of the verbiage referenced in 10-7.

I would further recommend the entire section under “Turn Compliance” be deleted or completely rewritten. The current wording states we “must” violate our OpSpecs and begin the turn below 400 feet. ATC does not require this and this circumstance does not meet the other 2 exceptions to our minimum turns after takeoff (FOM).

Furthermore, there’s a superfluous statement: “Hand fly or autopilot engaged (minimum of 200 feet).” Is there another way to fly an airplane?

As one who has regularly flown this departure, it is unnecessary to fly this departure in heading if hand flying. By leaving LNAV engaged and beginning the turn at 410 feet, LNAV magenta path will automatically update directly to the first fix on the departure. It’s far simpler and less likely to be flown incorrectly. A far more useful suggestion would be to verify all speed and altitude restrictions on the SID. I have yet to load any of the SIDs at BCN that didn’t require manually entering at least one speed restriction not coded in the database. In

addition, at the weights we usually depart BCN some of the altitude restrictions are difficult if not impossible to make, especially at higher ambient temperatures. Under these conditions use of Noise Abatement Departure Procedures 1 (NADP1) is required. Lastly, this station frequently publishes variable wind direction in the body of the METAR, often resulting in a tailwind component that prevents us from using the shorter Runway 24L/06R. Many crew members seem unfamiliar with the calculations necessary to ensure Performance Data performance. Perhaps a training module would help?

I assume the information on the page was written some time ago and never updated resulting in low altitude turns and overly complicated and unnecessary departure “technique.”

SYNOPSIS

Air carrier Captain reported information on LEBL/BCN Jeppesen charts are outdated and needs to be updated with the current departure procedures.