

5/16/2019

**FOR YOUR INFORMATION**

2019-36/10-6

1614112

To: FAA (ATM SCT TRACON), Jeppesen Sanderson Inc., Honeywell

Info: FAA (AVP-1, AVP-200, AWP-600, ATM SNA Tower, AFS-280, AFS-200, AJV-A, AFS-400, Director of Air Traffic Operations WSA South), A4A, ALPA, AOPA, APA, ASAP, CAPA, ATSAP, ATSG, IATA, ICAO, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA

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

Re: SNA DSNEE 4/RNAV Z Rwy 20R FMC Programming Issues

We recently received an ASRS report 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 Dennis Doyle at (408) 541-2831 or email at [dennis.j.doyle@nasa.gov](mailto:dennis.j.doyle@nasa.gov)



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



**ACN: 1614112**

**Time**

Date: 201901

**Place**

Locale Reference.ATC Facility: ZLA.ARTCC

State Reference: CA

Altitude.MSL.Single Value: 36000

**Aircraft 1**

ATC / Advisory.Center: ZLA

Make Model Name: B737-700

**Person 1**

Function.Flight Crew: Captain

Function.Flight Crew: Pilot Flying

ASRS Report Number: 1614112

**Events**

Anomaly.ATC Issue: All Types

Anomaly.Deviation - Procedural: Clearance

Anomaly.Deviation - Procedural: Published Material / Policy

Detector.Person: Flight Crew

Result.General: None Reported / Taken

**Narrative 1**

Approaching EMMRL on the DSNEE 4 Arrival to SNA, we elected to brief and fly the RNAV Z 20R Approach with clear weather. The approach branches from the arrival at point DSNEE. At that point, the arrival continues to point JWARD with a mandatory altitude of 7,600 feet. The RNAV Z 20R branches on a different track to BONVY with a 6,000 feet mandatory altitude. The 7,600 feet mandatory altitude after the branch point sets an altitude constraint in the FMC and prevents loading the RNAV approach. The approach loads in reverse video. To load and brief the approach requires deleting the clearance limit altitude from the DSNEE 4 and sets the Crew up for altitude crossing non-compliance. This requires the Crew to modify the approach and takes system automation out of the loop in the high traffic, high terrain area northeast of SNA where it is most needed. Additionally, despite requesting RNAV Z on initial contact with Approach, they had to call another frequency for this clearance. We weren't cleared the approach until about three miles prior to the branch point.

**Synopsis**

B737-700 Captain reported being unable to load the RNAV approach in the FMC because of a mandatory crossing restriction on the arrival.