

1/14/2022

FOR YOUR INFORMATION

2022-9/8-1

To: Airport Manager, Orlando Int'l Airport (MCO), FL, FAA (AAS-1, ATM MCO ATCT, ATM F11 TRACON)

1860225

Info: FAA (AVP-1, AVP-200, ASO-600, AFS-280, AFS-200, AAS-300, AJI-144, Director of Air Traffic Operations ESA South, Runway Safety Team), ATSG, ALPA, IFALPA, AOPA, APA, ASAP, A4A, ATSAP, CAPA, IATA, ICASS, IFALPA, IPA, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: MCO Turboprop Departure Procedures

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 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 1860225

DATE / TIME

Date of Occurrence 202112
Local Time Of Day 1201 to 1800

PLACE

Locale MCO.Airport
State FL
Altitude - MSL 2000

ENVIRONMENT

Flight Conditions Mixed

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON MCO
Make Model Name Medium Transport, High Wing, 2 Turboprop Eng
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 1860225

EVENTS

Anomaly ATC Issue - All Types
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - FAR
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Result - Flight Crew Requested ATC Assistance / Clarification

NARRATIVE 1

I am a Part 121 Captain on a RNAV equipped twin turboprop aircraft. Recently our departure clearance has changed to the Citrus 1 Departure. This is a vectored departure with an assigned altitude of 2,000 feet. When taking off Runway 36R with ZZZ as our destination, we are assigned a 270 heading. We are kept at 2,000 feet for at least 10 miles in most cases (I am told because of a VFR corridor). This now forces us below the Class B airspace. Many times we are also vectored over Disney World at 2,000 feet. Eventually we are allowed to climb and then are given direct FSHUN waypoint.

I was told that because of an agreement between MCO and the TRACON, we are not allowed to do any RNAV departures because we are a "prop". There is a FSHUN 2 RNAV departure that is for both jets and turboprops, according to the chart. I've even requested a higher initial altitude but that isn't allowed either. I was told by MCO clearance delivery that this is the safest option.

How can this be safe? A Part 121 Air Carrier being held below Class B airspace at least 200 knots, so that GA aircraft can pass overhead on a VFR corridor in an extremely GA heavy area.

SYNOPSIS

Captain reported the MCO Citrus 1 Departure puts them below the Class B airspace and into heavy GA traffic environment.