

2/22/2023

**FOR YOUR INFORMATION**

2023-29/10-3

1959892

To: FAA (DFW-IFO), Airport Manager, Juan Santamaria Intl, (MROC/SJO), Costa Rica, Jeppesen Sanderson Inc

Info: FAA (AVP-1, AVP-200, AFS-260, ANG-1, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA

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

Re: Jeppesen FD Pro Crossing Altitude Programming Error at MROC

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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 1959892

### DATE / TIME

Date of Occurrence 202212  
Local Time Of Day No Local Time Of Day Stated

### PLACE

Locale MROC.Airport  
State FO  
Altitude - MSL 6000

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower MROC  
Make Model Name Medium Transport, Low Wing, 2 Turbojet Eng

### COMPONENT 1

Aircraft Component FMS/FMC

### PERSON 1

Function - Flight Crew First Officer  
Function - Flight Crew Pilot Flying  
ASRS Report Number 1959892

### EVENTS

Anomaly Aircraft Equipment Problem - Less Severe  
Anomaly Deviation / Discrepancy - Procedural - Clearance  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly No Specific Anomaly Occurred - Unwanted Situation  
Detector - Person Flight Crew  
Result - Flight Crew Overcame Equipment Problem

### NARRATIVE 1

Inbound to MROC and planning the ILS-Z to Runway 07. Identified NOTAM which stated the altitude at MAVIG should be "5,000 feet" instead of "at or above 5,000 feet". Both the approach chart in Jepp FD Pro-X and the installed chart display showed the same amendment date. Both correctly showed the altitude at MAVIG as 5,000 mandatory. However, after the approach had been loaded in the FMS the altitude constraint at MAVIG showed "at" 6,000 feet, and it could not be edited because it was the last waypoint before the runway. This issue applies to the ILS-Y Runway 07 as well.

### SYNOPSIS

First Officer reported MAVIG crossing restriction in Collins Proline 21 advanced database did not match published Jeppesen restriction.