

2/8/2024

FOR YOUR INFORMATION

2024-24/10-3

To: FAA (DFW-IFO), Jeppesen Sanderson Inc., Airport Manager, Puerto Vallarta Intl, (MMPR), Puerto Vallarta, Mexico.

2066853

Info: FAA (AVP-1, AVP-200, AFS-280, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Federal Civil Aviation Agency (AFAC, Mexico)

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

Re: MMFR XUDED1B SID Crossing Restriction Issue

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 2066853**DATE / TIME**

Date of Occurrence	202312
Local Time Of Day	1201 to 1800

PLACE

Locale	MMFR.ARTCC
State	FO
Altitude - MSL	25000

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Center	MMFR
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2066853

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2066830

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation - Altitude - Crossing Restriction Not Met
Anomaly	Deviation - Altitude - Overshoot
Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Air Traffic Control
Result - Flight Crew	Became Reoriented
Result - Flight Crew	Requested ATC Assistance / Clarification
Result - Air Traffic Control	Issued New Clearance
Result - Air Traffic Control	Provided Assistance

NARRATIVE 1

During predeparture we were cleared the XUDED1B Departure from Runway 22 in PVR. In the initial clearance we were cleared to climb to FL320. We read that back to the Clearance Delivery Person. We briefed and set FL320 in the Altitude Selector on the mode select panel. From that point forward nobody in ATC ever altered that vertical clearance. We departed and were handed off to Departure. Upon initial contact with Departure, we reported out altitude crossing and climbing to 32000 ft. Just prior to PR552 we were cleared direct XUDED and normal speed. We again said "direct XUDED, normal speed climbing to FL320." At no time were we ever cleared to climb via the SID. A few minutes later ATC cleared us to stop climb at 25000 ft. We reset the modes select panel, confirmed the setting and complied. Shortly after that the Controller voice changed to an American. He asked us who cleared us above 22000 ft.. We explained the clearance we received and who gave it to us. He said there was an altitude limit of 22000 ft. out of PVR but also said "no problem." He left the frequency, and we continued without incident.

In reviewing the event in the cockpit, we noticed a FL220 under XUDED on the SID plate. It does not have the standard line above and below to denote a mandatory crossing. We also checked the FMC procedure in the aircraft database that was loaded and that we used to fly. The procedure loaded in the database has XUDED coded as at or above FL220. There is a discrepancy between ATC expectation, the chart and the FMC database. We were also cleared off the SID direct to XUDED without any issued vertical profile except the previously issued climb to 32000 ft. from pre departure and our read backs.

We could have done a better job comparing the plate to the FMC loading. We did confirm in the briefing, but it was rushed, and we missed the ambiguity. PVR Controllers could do a better job managing clearance limits in pre departure clearance. Perhaps they should not issue initial clearance above FL220 if that is what they expect.

NARRATIVE 2

With clearance on ground, we were cleared to climb to FL320. On departure, we made sure to check in with both our current altitude and the altitude we were climbing to FL320. Passing through FL235, Departure stopped us at FL250. We stopped at FL250, and then were switched to Center. Center climbed us higher, and then asked who cleared us to climb higher originally. We told them that was our original clearance on ground, and no one had changed it. They told us that there was a PVR altitude restriction on FL220, and that he would talk to Ground.

SYNOPSIS

Air carrier pilots reported discrepancies between the FMC database and SID Chart for the XUDED crossing restriction of FL220 on the XUDED1B SID from PVR.