

7/8/2025

FOR YOUR INFORMATION

2025-164/10-17

To: Airport Manager, Orlando Int'l Airport (MCO), FL, FAA (ASO-600),
Jeppesen Sanderson Inc.

2243446

Info: FAA (AVP-1, AAS-1, AJV-A, AVP-200, AFS-260, AFS-200, AAS-300, 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 SNFLD Arrival FDPPro Charting Anomalies

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 2243446**DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	0001 to 0600

PLACE

Locale	MCO.Airport
State	FL

AIRCRAFT / EQUIPMENT X

ATC / Advisory - TRACON	MCO
Make Model Name	Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	91

COMPONENT 1

Aircraft Component	FMS/FMC
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PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2243446

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

We were conducting a dual verification on the SNFLD Arrival into MCO, and discovered several discrepancies between what was in the FMS and what was on the chart. We verified that our navigation database was current, and used the current charts in Jeppesen FliteDeck Pro X, which matched the charts installed in the aircraft. We found that the FMS had inserted a speed restriction (280 knots) at KORYU which did not exist, an altitude restriction (12,000 – 14,000 feet) at SNFLD that did not exist, and an altitude restriction (9,000 – 11,000 feet) at TUGLE which did not exist. Please notify the appropriate office(s).

SYNOPSIS

Corporate Captain reported discovering a discrepancy between what was in the FMS and what was on the charts for the SNFLD Arrival into MCO.