

10/1/2025

FOR YOUR INFORMATION

2025-246/5-81

To: Airport Managers, Orlando Int'l Airport (MCO), FL, FAA (ASO-600)

2276094

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 Ramp Surface Irregularity

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 2276094**DATE / TIME**

Date of Occurrence	202508
Local Time Of Day	0601 to 1200

PLACE

Locale	MCO.Airport
State	FL
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp	MCO
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

ASRS Report Number	2276094
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EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - Flight Crew	Took Evasive Action

NARRATIVE 1

As we approached Gate XX in MCO the FO noticed a concrete depression on his side as the CA made the turn towards the gate. As the depression wasn't noticeable until the aircraft was in near proximity, a tow in was requested from company operations. MCO Ramp Control informed us that they had previously informed the Airport Authority about the depressions. No FAA nor company NOTAMs were found pertaining to the concrete depression. We were tugged into the gate with no further issues. We also noticed a similar depression outside Gate XY. These concrete depressions appear to be in between drainages.

SYNOPSIS

Air carrier pilot reported there were concrete depressions on the ramp at MCO that caused operational concerns. They requested a tug for the final parking maneuver.