

8/5/2026

FOR YOUR INFORMATION

2026-272/10-24

To: Boeing Commercial Airplane Company

2379571

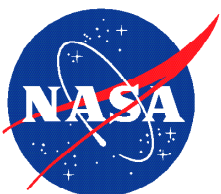
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200, MIA-IFO), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Colombia Aeronautica Civil (Colombia Aerocivil), Airport Manager, El Dorado Int'l Airport (SKBO/BOG), Bogota, Colombia, Jeppesen Sanderson Inc.

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

Re: SKBO/BOG FMC Database 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 2379571**DATE / TIME**

Date of Occurrence	202606
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	SKBO.Airport
State	FO

AIRCRAFT / EQUIPMENT X

Make Model Name	B737 Undifferentiated or Other Model
Operating Under FAR Part	121

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	2379571

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Flying
ASRS Report Number	2379555

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Anomaly	No Specific Anomaly Occurred - Unwanted Situation
Detector - Person	Flight Crew
Result - Flight Crew	FLC Overrode Automation
Result - Flight Crew	Overcame Equipment Problem

NARRATIVE 1

The latest FMC database has omitted critical waypoints used to identify and build engine failure procedures on a disconnected segment within the legs pages. Waypoints 'ROMEO' & 'EDNDB' are no longer in the database requiring laborious FMC programming to recreate. An additional discrepancy exists within the go around procedures for RNP RWY 14L. The approach plate for RNP RWY 14L shows PULDI & AMVES published airspeed of 230 kts and the FMC loads 215 kts. (This is not isolated to 1 aircraft tail number)

NARRATIVE 2

Two critical points for the engine out procedure for runway 14L are no longer in the database. Both Romeo and EDNDB were not in the database and had to be built manually. This was easily done on the ground, but if we had not prepared the FMC for that procedure and then experienced an engine failure on takeoff, it would have caused an increased workload while flying single engine in mountainous terrain.

SYNOPSIS

B737 flight crew reported missing FMC waypoints in the current navigation database. Flight crew manually programmed the FMC.