

6/11/2021

**FOR YOUR INFORMATION**

2021-74/5-24

1806189

To: FAA (DFW-IFO), Jeppesen Sanderson Inc., Airport Manager, Don Miguel Hidalgo Intl, (MMGL), Guadalajara, Mexico.

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

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

Re: MMGL Taxiway Charting

We recently received an ASRS report 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 1806189

### DATE / TIME

Date of Occurrence	202105
Local Time Of Day	0601 to 1200

### PLACE

Locale	MMGL.Airport
State	FO
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	MMGL
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1806189

### EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Incursion - Taxiway
Detector - Person	Flight Crew
Result - Flight Crew	Became Reoriented

### NARRATIVE 1

We departed the gate and were instructed to taxi to Runway 28 via "D, A, A1 to the Runway 28 holding point." Upon glancing at the taxi diagram, referencing the our Airway Manual (AM), to verify our taxi route, I quickly realized a discrepancy between the instructions we were given and the chart -- there was no A1 taxiway that reached the runway. Before we could inquire about these instructions, the controller gave us a "follow the aircraft ahead" instruction. Digging a little farther, I began to notice that this discrepancy was worth a report submittal because the 10-9 Chart for MMGL differs from the AM, and neither the 10-9 Chart nor the AM agrees with the airport in reality. Upon your own review, you will discover that there is a difference in taxiway names between the 10-9 chart, and the AM, specifically as it relates to the A taxiway. Additionally, in reality there is an A1 taxiway, properly signed, that parallels the A taxiway toward the approach end of Runway 28. There is also an additional taxiway, A2, that connects the A taxiway to the runway, prior to the approach end of Runway 28 which is not charted on either chart. The airport NOTAMS reference a change in taxiway naming convention, however, the NOTAMS do not make sense with either the current charts, or with reality, and in fact lead to more confusion. I believe that by paying attention to aircraft position with reference to the published chart, I was able to help the Captain remain in the green, and hopefully trap this threat from snaring other crews. In deliberating whether to submit this report, I concluded that since this threat affects the broader aviation community, the report would be more appropriate for resolving this discrepancy to the benefit of everyone.

### SYNOPSIS

Air Carrier First Officer reported confusion regarding the taxi instructions from MMGL ground control and the taxi chart.