

4/13/2023

**FOR YOUR INFORMATION**

2023-52/11-10

1981694

To: Jeppesen Sanderson Inc., FAA (AFS-400, DFW IFO), Airport Manager,  
Queretaro Intercontinental Airport (MMQT) Queretaro, Mexico

Info: FAA (AVP-1, AVP-200, AFS-260, 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: MMQT Taxiway Charting and Lighting

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](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



## ACN 1981694

### DATE / TIME

Date of Occurrence	202303
Local Time Of Day	1801 to 2400

### PLACE

Locale	MMQT.Airport
State	FO
Altitude - AGL	0

### AIRCRAFT / EQUIPMENT X

Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

### PERSON 1

Function - Flight Crew	Pilot Flying
ASRS Report Number	1981694

### EVENTS

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

### NARRATIVE 1

While taxiing to the terminal we were instructed to taxi via A and then F to the terminal. There was no indication on the Jeppeson 10-9 of a Taxiway E to the terminal. There were no messages warning that there existed a taxiway not published in station messages or in our flight plan attached messages. We had reviewed the NOTAM's published in Jeppesen and there were no Notams about the taxiway. To add to the potential for turning on to E was the fact that the signage for Taxiway F was unlit and also, not Notam'ed or in any messages. In addition, although Taxiway E was opened and ought to be free of parked aircraft, the airport still had multiple aircraft parked in a manner that there was not a path to the Terminal had we fully turned onto Taxiway E. On the 10-9 the first taxiway on the right was F, in reality after exiting a normal landing on Runway 9 it is now E. At night and given the ambient lighting, E is easy to mistake for a F. I initiated a turn on to E but stopped redirected the aircraft onto A after only 5 degrees of turn. Ambient lighting and lack of reasonable predictable documentation of airport conditions made this an easy place for an error. Survey this airport and issue more accurate documentation.

### SYNOPSIS

Air carrier Pilot reported a lack of accuracy on the 10-9 chart coupled with unlit signage at night led to an inadvertent taxiway incursion at MMQT.