

3/7/2024

FOR YOUR INFORMATION

2024-46/5-21

To: Airport Manager, Kansas City Intl, (MCI), MO., FAA (AAS-1)

2073520

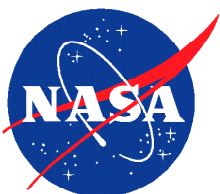
Info: FAA (ACE-600, AFS-260, AFS-200, AJI-144, ACE-600, AVP-1, AJV-A, AVP-200, Director of Air Traffic Operations CSA, Runway Safety Team), A4A, AAAE, ALPA, APA, ASAP, ATSAP, ATSG, CAPA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NATCA, NTSB, RAA, SWAPA, Jeppesen Sanderson Inc.

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

Re: MCI Taxiway and Ramp Charting

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 2073520

DATE / TIME

Date of Occurrence 202401
Local Time Of Day No Local Time Of Day Stated

PLACE

Locale MCI.Airport
State MO
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ramp ZZZ
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 2073520

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2073209

EVENTS

Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Incursion - Taxiway
Detector - Person Ground Personnel
Result - Flight Crew Became Reoriented
Result - Flight Crew Requested ATC Assistance / Clarification
Result - Air Traffic Control Provided Assistance

NARRATIVE 1

We exited Runway 27 and Ground told us to taxi and call the Ramp on D. Ramp told us to go D1 to the gate. However, our taxi diagram is incorrect and two ground charts and the company information page all shows different things for that area of the ramp. That, along with snow obscuring the taxi lines and painted markings, we accidentally took Lima. Ramp asked us if we knew we were on Lima, which we didn't because the taxi diagram doesn't even show that Lima exists and the snow blocked all the ground markings. We taxied the rest of the way to the gate uneventfully.

Ramp cleared us in D1 / accidentally took L. Jepp needs to be updated to show the correct ramp taxi lines.

NARRATIVE 2

Upon landing on Runway 27 at MCI, Tower issued a clearance to taxi via C8, D, and D1, then to contact Ramp. Upon contacting Ramp, we were given a clearance to taxi via D1, S3, and W to Gate XX. Due to the snow on the ramp, it was difficult to determine the correct taxi lane and we ended up taxiing on L, S3, and W to the gate.

Incorrect taxi lane upon entry into the Ramp. In the future, if taxiways or taxi lanes are obscured by inclement weather, I will query Ground / Ramp to make sure the correct taxiway or taxi lane is being utilized.

SYNOPSIS

Air carrier flight crew reported a taxiway incursion at MCI. First Officer stated an outdated taxi diagram and snow obscuring taxi lanes contributed to the event.