

7/8/2025

FOR YOUR INFORMATION

2025-161/8-17

To: FAA (DFW IFO), Airport Manager, Guanajuato International Airport
(MMLO), Mexico

2244576

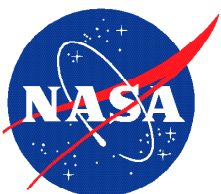
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Federal Civil Aviation Agency (AFAC,
Mexico), Jeppesen Sanderson Inc.

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

Re: MMLO Taxi Procedures

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 2244576**DATE / TIME**

Date of Occurrence	202505
Local Time Of Day	0601 to 1200

PLACE

Locale	MMLO.Airport
State	FO
Altitude - AGL	0

ENVIRONMENT

Flight Conditions	VMC
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AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	MMLO
Make Model Name	Commercial Fixed Wing
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2244576

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2244572

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

NARRATIVE 1

After landing the Tower Controller requested a 180-degree turn on the runway and vacate via [Taxiway] B. Taxiway A and A1 were NOTAMed closed. The 10-9 and 10-7 pages both have restrictions and state to make 180-turns at the runway end.

The FO questioned this and asked the controller clarification. The controller repeated the clearance and added there were 2 other aircraft waiting for us. I elected to comply and continued to the gate as cleared.

I called the controller, on the phone, and queried him. He said they have been clearing aircraft for 180-turns on the runway because of the taxiway closures. I suggested they include that in a NOTAM because it causes confusion in the flight deck, since we have 2 places saying not to (10-7 and 10-9 pages).

NARRATIVE 2

Upon touching down in MMLO the controller asked us to make a 180-turn on the runway. Confirmed with Captain as both company page and 10-9 state no 180 (10-9 specifies a weight). Advised Tower our pages say we cannot and reiterated to Captain of pages (which we briefed) but controller again advised he needed us to turn on runway as traffic was behind.

180-degree turn was accomplished on runway. Captain called controller from terminal. Captain advised me that controller said since taxiway closures of A from runway to A1 they had been conducting operations like this.

SYNOPSIS

Air carrier flight crew reported MMLO Tower Controller instructed them to execute a 180-degree turn on the runway after landing due to taxiway closures, however there were no NOTAMs regarding this operation.