

7/30/2025

FOR YOUR INFORMATION

2025-177/4-8

To: Airport Manager, Kansas City Intl, (MCI), MO., FAA (ACE-600)

2245558

Info: FAA (AAS-1, AFS-260, AFS-200, AVP-1, 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 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.



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



ACN 2245558

DATE / TIME

Date of Occurrence 202505
Local Time Of Day 1201 to 1800

PLACE

Locale MCI.Airport
State MO
Altitude - AGL 0

ENVIRONMENT

Flight Conditions VMC
Weather Rain

AIRCRAFT / EQUIPMENT X

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

AIRCRAFT / EQUIPMENT Y

ATC / Advisory - Ground MCI
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 2245558

EVENTS

Anomaly Conflict - Ground Conflict, Less Severe
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Ground Event / Encounter - Ground Equipment Issue

NARRATIVE 1

Last week I operated from ZZZ to MCI at night. I flew the ILS 19L and exited the runway at Taxiway Delta. Prior to landing, the FO and I briefed the hot spots and threats on the ground. After landing, our taxi instruction was Delta, Charlie, Bravo, N1 and on Bravo contact Ramp. We are taxiing north on Bravo and Aircraft Y who just pushed off of his ramp, is facing south on Bravo. The condition on the ramp is wet and pitch black (night time), there are no taxi lights on the taxiways.

Threat #1. It's very / extremely hard to see the opposite direction aircraft on Bravo at night, this could possibly be a head-on collision or nose-to-nose situation if there is opposite direction traffic like in our case. This should be noted on the 10-7 pages for MCI taxi operations at night.

Threat #2. We were told to enter the ramp at N1, N1 is NOT lit, it's just painted yellow taxi lines, it's very / extremely hard to find N1, N2, or N3 at night with opposite direction traffic on Bravo, this should be noted in the 10-7 page at MCI.

Threat #3. Hot Spot 3 is very big along Taxiway Bravo, it should be noted in the 10-7 page, crews should use all available lights to see ramp entry at N1, N2, or N3 because a potential head-on collision or nose-to-nose situation could happen. Please advise your comments.

SYNOPSIS

Air carrier Captain reported there are no taxi lights at MCI's taxiways and at night it is extremely hard to find ramp entry at Taxiway N1, N2, and N3. It is especially dangerous with opposite direction traffic on Taxiway Bravo.