11/20/2025 **FOR YOUR INFORMATION** 2025-286/4-14

2290739

To: Airport Manager, Benito Juarez Intl (MMMX), Mexico City, Mexico

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

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

Re: MMMX/MEX Runway 5R VASI Alignment

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 2290739

DATE / TIME

Date of Occurrence	202509
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	MMMX.Airport
State	FO
Altitude - AGL	300

ENVIRONMENT

Flight Conditions	VMC

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower	MMMX
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	2290739

EVENTS

Anomaly	Deviation - Altitude - Overshoot
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Anomaly	Inflight Event / Encounter - CFTT / CFIT
Detector - Automation	Aircraft Terrain Warning
Detector - Person	Flight Crew

NARRATIVE 1

On the ILS approach to 5R in MEX at around 500 feet AGL the glideslope was on target but the VASI indicated 4 white. It was VMC so I turned off the autopilot and stated “on VASI.” At around 300 feet AGL I showed 2 white and 2 red VASI lights but the audible “glideslope” GPWS began to aurally alert. It continued after I called continuing because I had visual of the runway and still 2 white and 2 red VASI and was at the aim points. The “glideslope” call continued until crossing the displaced threshold. About there is where I realized the VASI was giving erroneous information as the second light from the left was still white but the far left was red meaning it was indicating 1 white 3 red but that red bulb was broken and shining only white. After an uneventful landing in the touchdown zone and after pulling off I asked the FO what he saw on VASI and he stated 2 white 2 red all the way. That's when I told him the VASI was broken but only noticeable at an angle almost reaching the VASI themselves. We both rechecked and there were no NOTAMs for the VASI.

SYNOPSIS

Air carrier Captain reported the flight crew received a GPWS alert on approach to MMMX/MEX Runway 5R despite the VASI lights indicating that the aircraft was on glideslope and realized the VASI was malfunctioning.