

9/16/2026

FOR YOUR INFORMATION

2026-322/5-97

To: Airport Manager, Don Miguel Hidalgo Intl, (MMGL), Guadalajara,
Mexico, Jeppesen Sanderson Inc.

2393907

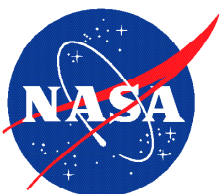
Info: FAA (AVP-1, AVP-200, DFW-IFO, AFS-260, AFS-200), A4A, ALPA, AOPA, APA,
ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA,
Federal Civil Aviation Agency (AFAC, Mexico)

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

Re: MMGL/GDL Ramp Markings and 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 2393907**DATE / TIME**

Date of Occurrence	202607
Local Time Of Day	0001 to 0600

PLACE

Locale	MMGL.Airport
State	FO
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

PERSON 1

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2393907

PERSON 2

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	2391186

EVENTS

Anomaly	ATC Issue - All Types
Anomaly	Deviation / Discrepancy - Procedural - Published
	Material / Policy
Anomaly	Ground Event / Encounter - Other / Unknown
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

While approaching onto the lead in line it appeared that the aircraft was gonna have to maneuver to Right slightly to make a left turn to square on the lead in line to the gate . We thought we had clarification to do that based on our clearance from ramp control . There were no other aircraft or hazards that would have prevented us from doing so .

Cause: The airport shows 2 lines one with a 90 degree turn and the other with an arc . It would have to be more of a two 90 degree turns right then left if aircraft were parked on the stands . That wasn't the case. So the ramp told us next time to use the 90 line which 2 acute turns right after the other to approach the gate.. lesson learned there

NARRATIVE 2

After landing ground told us to taxi to spot XX, the chart only showed 1 spot XX but I think there are 2 locations. The 1st spot XX would have left us hanging over the taxiway so it seemed logical to pull up to the 2nd spot XX. Ramp told us we should have stopped at the 1st spot. The. While taxiing to the gate the captain may have strayed slightly from the yellow line because wing tip clearance looked close. Really a mundane issue.

Cause: Poor chart. Instructions needed to be more precise when there are multiple spots with the same or similar identifiers.

SYNOPSIS

Air carrier flight crew reported two lead-in lines for gate arrival and multiple spots with similar identifiers at MMGL airport.