

2/15/2024

**FOR YOUR INFORMATION**

2024-30/4-4

To: FAA (DFW IFO), Airport Manager, Aeropuerto Felipe Angeles (MMSM)  
Mexico City, Mexico

2071483

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)

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

Re: MMSM Runway 22R Approach 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](mailto:becky.l.hooey@nasa.gov).



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



## ACN 2071483

### DATE / TIME

Date of Occurrence 202401  
Local Time Of Day 1201 to 1800

### PLACE

Locale MMSM.Airport  
State FO

### AIRCRAFT / EQUIPMENT X

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

### PERSON 1

Function - Flight Crew Pilot Not Flying  
ASRS Report Number 2071483

### EVENTS

Anomaly ATC Issue - All Types  
Anomaly Deviation - Track / Heading - All Types  
Anomaly Deviation / Discrepancy - Procedural - Published  
Material / Policy  
Anomaly Ground Event / Encounter - Ground Equipment Issue  
Anomaly Inflight Event / Encounter - Unstabilized Approach  
Anomaly No Specific Anomaly Occurred - Unwanted Situation  
Detector - Person Flight Crew  
Result - Flight Crew Executed Go Around / Missed Approach  
Result - Flight Crew Requested ATC Assistance / Clarification

### NARRATIVE 1

While on approach to Runway 22R and weather reported 8 km we had hard time seeing runway. When we finally saw runway on the right we had to align airplane slightly right of course. We both immediately realized that our instruments don't match what we are looking and seeing outside so we asked Tower if we are indeed aligned with correct runway. Tower Controller had hard time understanding what we asking and after 4th time us asking local pilot relayed message to Tower. Around that time we decided to make a go around and reevaluate the whole situation. I believe after we initiated go-around Tower as well wanted us to do go around. We made published missed approach, reloaded the approach and second attempt was uneventful. We found out later that airplane behind us had a same problem we did with aligning with 22R.

I believe that we should add this caution to airport company pages. If you look airport diagram it does not show anything on right side of the 22R and still there is other runway on right of it.

Also recommendation during visual conditions is to trust your instruments. Let the airplane align itself with runway before disconnecting autopilot.

### SYNOPSIS

Air carrier pilot reported confusion between instrument guidance and visual reference on approach alignment to MMSM Runway 22R resulted in a go around. Pilot indicated a language barrier and airport diagram error added to the confusion.