

3/22/2019

**FOR YOUR INFORMATION**

2019-17/8-4

1603216

To: Airport Manager, Philadelphia Int'l (PHL), PA, FAA (ATM PHL Tower)

Info: FAA (AVP-1, AVP-200, AAS-1, AEA-600, AJI-144, AAS-300, AFS-280, AFS-200), A4A, ALPA, IFALPA, APA, ASAP, ATSAP, ATSG, IATA, CAPA, ICASS, ICAO, IPA, NTSB, RAA, SWAPA

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

Re: PHL Ramp Operations

We recently received an ASRS report 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 Dennis Doyle at (408) 541-2831 or email at [dennis.j.doyle@nasa.gov](mailto:dennis.j.doyle@nasa.gov)



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



**ACN: 1603216**

**Time**

Date: 201812

Local Time Of Day: 1201-1800

**Place**

Locale Reference.Airport: PHL.Airport

State Reference: PA

Altitude.AGL.Single Value: 0

**Aircraft 1**

ATC / Advisory.Ramp: PHL

Make Model Name: Commercial Fixed Wing

**Aircraft 2**

ATC / Advisory.Tower: PHL

Make Model Name: Commercial Fixed Wing

**Aircraft 3**

ATC / Advisory.Tower: PHL

Make Model Name: Commercial Fixed Wing

**Aircraft 4**

ATC / Advisory.Tower: PHL

Make Model Name: Commercial Fixed Wing

**Person 1**

Function.Air Traffic Control: Local

ASRS Report Number: 1603216

**Events**

Anomaly.Deviation - Procedural: Clearance

Anomaly.Ground Incursion: Taxiway

Detector.Person: Air Traffic Control

Result.Air Traffic Control: Issued New Clearance

**Narrative 1**

Ramp Control has been giving aircraft on Taxiway K (an active movement area parallel to a runway) taxi clearances contrary to what Ground Control (GC) or Local Control (LC) gave them. This has put aircraft in unexpected places at inopportune times. I gave ramp Aircraft X at K short of Q for spot 7. Ramp gave Aircraft X K short of V contact GC. Aircraft Y was landing roll on RWY 27R parallel to Aircraft X and had to be told to exit further down the runway because Aircraft X was in the way, blocking runway exits and opposite direction to the flow of traffic. The aircraft behind Aircraft Y almost had to go around. Later Aircraft Z was told K, N contact Ramp. Ramp told Aircraft Z, K short of Q contact GC, which put them in the way of Aircraft A trying to exit RWY 27R. I also found out today that we are unable to hear tapes of Ramp Control, so we are unable to investigate or look into what happened on their end when we have issues or incidents. We have non FAA Ramp Controllers issuing control instructions on active taxiways with no recording or accountability. Ramp control should not own Taxiway J. J should be a movement area controlled by GC. Ramp should only own the alleyways which should remain non movement. This is what is done at LGA and we had none of these issues.

**Synopsis**

PHL Controller reported problems with the Ramp Tower issuing different instructions than Ground Control causing problems on the airport.