

1/22/2021

FOR YOUR INFORMATION

2021-5/5-3

1772517

To: Airport Manager, Charlotte/Douglas International, (CLT), FAA (AAS-1)

Info: FAA (AAS-300, AVP-1, AVP-200, AFS-280, AFS-200, ASO-600, AJI-144, Director of Air Traffic Operations ESA South), A4A, AAAE, ALPA, AOPA, APA, ASAP, ATSAP, ATSG, CAPA, EAA, IATA, IBT, ICAO, ICASS, IFALPA, IPA, NAFI, NATCA, NBAA, NTSB, RAA, SWAPA

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

Re: CLT Airport Taxiway G Signage/Lighting

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 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 1772517

DATE / TIME

Date of Occurrence	202011
Local Time Of Day	1801 to 2400

PLACE

Locale	CLT.Airport
State	NC
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Ground	CLT
Make Model Name	Commercial Fixed Wing

PERSON 1

Function - Flight Crew	First Officer
Function - Flight Crew	Pilot Not Flying
ASRS Report Number	1772517

PERSON 2

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	1772521

EVENTS

Anomaly	Deviation / Discrepancy - Procedural - Clearance
Anomaly	Ground Incursion - Taxiway
Anomaly	Ground Event / Encounter - Ground Equipment Issue
Detector - Person	Flight Crew
Result - General	None Reported / Taken

NARRATIVE 1

Pushed back from gate at CLT. Ramp cleared us to spot X, approaching X I switched us to ground on 121.8 as directed and then we were cleared to proceed to Runway 36C via Golf, right turn onto (closed) Runway 5, hold short of Bravo. Instead of proceeding onto Golf we made a slight left onto Taxiway Romeo to join Runway 5. It was dark outside and the taxiway sign for Golf was not illuminated, we had seen the illuminated taxiway directional sign for Golf sitting to the right of Runway 5. Due to the nature of spot X being in between taxiways Romeo and Golf and the fact that the taxiway sign was not illuminated we mistook Romeo for Golf and contacted Ground to clarify new routing. The rest of the taxi and flight concluded normally.

NARRATIVE 2

We pushed back from gate in CLT, started engine 1 and began to taxi out to spot X. Before reaching X, to stay ahead of other traffic calls, the FO (First Officer) called Ground of our approaching location. Ground had told us to "taxi via G, Runway 5, and hold short of B, and contact 121.8." Having not made the turn yet I had seen a lit up Golf sign in front of me I began to continue forward thinking it was Golf. It was not until being in the middle of R that I realized that all other Golf lights were out and the Golf we had seen was actually a turn-off sign for Runway 23/5, not the actual taxiway we were on. I queried with Ground that we may have taken the wrong taxiway and that we were on Romeo instead of Golf. 121.8 had simply responded to "continue on to Runway 5, left turn E and taxi to Runway 36C." The taxi to the runway and the flight continued without incident.

SYNOPSIS

Air carrier flight crew reported taxiway signage not illuminated at CLT contributed to a taxiway incursion.