

1/7/2021

FOR YOUR INFORMATION

2021-1/5-1

1769519

To: Airport Manager, Dallas Love Field Airport (DAL), TX, FAA (AAS-1)

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

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

Re: DAL Airport Taxiway M Signage

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: 1769519

Time

Date: 202010

Local Time Of Day: 0601-1200

Place

Locale Reference.Airport: DAL.Airport

State Reference: TX

Altitude.AGL.Single Value: 0

Environment

Aircraft 1

ATC / Advisory.Tower: DAL

Make Model Name: Commercial Fixed Wing

Person 1

Function.Flight Crew: Pilot Flying

Function.Flight Crew: Captain

ASRS Report Number: 1769519

Events

Anomaly.ATC Issue: All Types

Anomaly.Deviation - Procedural: Published Material / Policy

Anomaly.Ground Incursion: Taxiway

Detector.Person: Air Traffic Control

Detector.Person: Flight Crew

Result.Flight Crew: Returned To Clearance

Result.Air Traffic Control: Provided Assistance

Narrative 1

We landed 31R in DAL and exited runway at M5; Ground issued B to D to the gate. We made turn onto M. Ground caught the error and issued new clearance "M B5 ramp". There was an Operations vehicle on the frequency and Ground asked him to look at the signage at M/M5 intersection, Ground stated we were the fourth aircraft to make the same error and he didn't want to file a deviation if it was a signage issue. The Operations vehicle stated that there was a sign for M but it was on M5 as you leave the runway, if you didn't see it exiting the runway there is no indication of M versus B. I had my iPad on and it automatically changed to 10-9 on landing. We had originally briefed 31L, but it closed when we were in the descent.

Synopsis

Air carrier Captain reported taxiway incursion at DAL airport and cited signage issues as a contributing factor.